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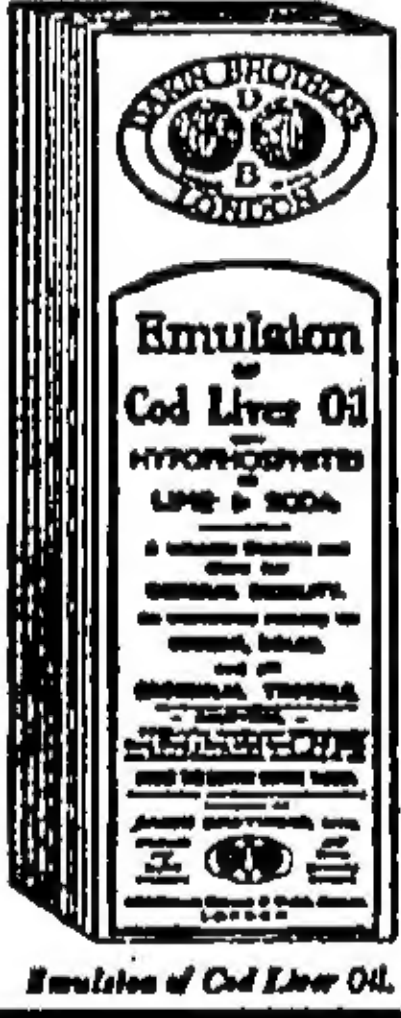
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HOME SPORT

RACING

Ante-Post Betting on the Derby

A report that the Racecourse Betting Control Board is considering the operation of an ante-post pool on the Epsom Derby appears to have given rise to speculations as to whether the Board might or might not be swayed.

That such an undertaking, however, is quite outside the scope of the Board's activities and was never entertained for a moment is made clear by Sir Clement Hindley, the chairman, who states that the Board has been considering how ante-post betting on the totalisator might be arranged, but that it bears no resemblance to a Derby sweepstake, and he hopes nobody would imagine that the Board contemplated one.

Sir Clement points out that the provision of full totalisator facilities at Epsom would involve a very large undertaking but the Board was considering all possible schemes and if it proved possible to operate even on the most limited scale in 1930, they would do so, but he could hold out no hope that totalisator betting would be available for the general public at Epsom this year.

It has been pointed out in this connection that a sweepstake in which the general public could participate would be an infringement of the Lottery Act and could not be considered, therefore, by the Control Board, while special legislation would be necessary for ante-post pools, since the law provides that transactions with the totalisator must be made on the racecourse. Schemes, which the Board is now considering, however, evidently concern investments in ordinary totalisator pools for a given race in advance of the day of the race and not ante-post pools.

Droughts Effect on Training

Owing to the drought no attempt was made to train a number of valuable two-year-olds, and it is to be hoped that at least one really high-class horse will be found among those, as nothing so far produced in public has been able to retain and confirm any favourable early impression. Perhaps the best of the colts is the beautifully bred Press Gang, by Hurry On—Fifinella, who however was not entered for the Derby, as there was a suspicion that, even as a yearling, he was not quite sound in his wind. The winter favourite for the Derby will probably be Diolite. The best form among the fillies has been shown by Lord Derby's "Fair Isle."

It is also an accepted opinion that our three-year-olds this year were not a good lot—Trigo, the Derby winner, certainly did win the St. Leger, but only by a short head from Bosworth, with the very moderate Horus three-quarters of a length away, third. The best of the previous year's two-year-olds, Lord Ellsmere's Tiffin, although she retained her unbeaten record, only ran three times, and did not venture further than six furlongs. Up to that distance, she is undoubtedly a good mare. She has now been sent to the stud.

As was feared would be the case, Mr. Jinks also turned out to be a non-stayer and Costard Pasha must be written down a hopeless failure, showing a rooted dislike to extreme exertion. In the Gold Cup at Ascot a formidable invasion of one American and six French horses was gallantly repulsed by Mr. Reid Walker's stout old horse, Invershin, who at the age of seven years still displays a refreshing zest for galloping. A further feature has been the long run of successes scored by Irish-bred horses both in important handicaps and in the classic events.

Gordon Richards have retained his position as champion jockey with 135 winners to his credit, but his supremacy will probably be by C. Ray, a newcomer from Australia, who has ridden 85 winners and has shown remarkable quickness from the gate. He rides next year for the powerful De Meastro stable.

The fortunate principal winning owner is H. H. the Aga Khan with the sum of £39,886, and head of the list of winning trainers is R. C. Dawson with the large sum of £74,764, the second biggest ever recorded in Britain. The most successful stallion has been a son of The Trotter, Tetratema, and second to him comes the Irish horse, Blandford, sire of Trigo.

In conclusion, the more substantial webbing used for the starting gate instead of flimsy tapes, which the postmaster prophesied would be a frequent cause of accident, has proved a success, and far less grumbling has been heard about

unover starts than in previous years.

Bookmakers' Generosity

Through all this the bookmakers have gone unperturbed about their business, and have stated that they could find no reduction in turnover, but it is certain that the rivalry of the machines has been responsible for the more generous odds the bookmakers have offered against outsiders at meetings where the totalisator has been working. In a case, at Newmarket, the machine paid 19 to one over a winner of Lord Rosebery's, The Bastard, the official starting price of the bookmakers being 100 to one.

Unperturbed as these gentry are by the new opposition, they have been very much upset by the announcement that they are to be moved from their present position along the rails separating Tattersall's ring from the club enclosure, and in front of the grandstand. Eventually they will have to do as they are told, or refrain from business, but they will strongly resent it if they are placed in a position from which the racing cannot be seen. It was facetiously suggested at one meeting, at which it was proposed that they should occupy places in a row with their backs to a building, that this position could then be known as the "Walling Wall."

If the totalisator form of betting is to become popular, it will be necessary to protect the betting queues from the weather by means of covered ways, and the necessity for this was amply demonstrated at the last Hurst Park meeting, where part of the programme had to be abandoned owing to rain and snow.

Clerks of Courses have reported a considerable advance in gate-receipts, and this has been more than welcome to some of the smaller meetings; in fact it came only just in time to save them, as their prospects looked very black at the end of the previous season. This advance can be attributed to three causes, the first of which is the novelty of the totalisator, the second the reduction in admission fees, and the third the innovation of a later hour of starting. Having the first race timed for three o'clock, although unpopular with trainers and jockeys, has undoubtedly proved a great convenience to the sporting public, especially on Saturdays.

Having obtained this much-wished-for increase in attendance, it is "up to" the Clerks of Courses to use every means in their power to hold and augment it, for it must be candidly admitted that the standard of comfort found at our race-meetings still falls lamentably short of that enjoyed in the Colonies and on the Continent.

The severe drought, which lasted to within a month of the end of the season, has been the cause of the very small fields competing, as such a large number of horses could not be trained under the conditions, particularly two-year-olds with their immature bone, and heavy-topped horses. There is no doubt that these long periods of hard going favour the backer in his unequal contest with layer. Only a certain number of animals appreciate the conditions—underfoot, and form seems to work out wonderfully well at these times.

FOOTBALL

"Andy" Cunningham

Followers of football will be interested to learn that Andrew Cunningham, the old Glasgow Rangers and lately Newcastle United Scottish winger, as well as Scottish International, has taken over the player-managership of Newcastle United. Of course, Cunningham is not young nowadays, either as a man or as a player, and he is well deserving of the compliment of one of the ablest dribblers of the ball in his time, also as one of the most admirable men in the game.

Hugh Ferguson's Death

Hugh Ferguson, the scorer of hundreds of goals for Motherwell (Scotland) and afterwards Cardiff City, was recently found dead in the dressing room of the Dundee Club, to which he had been attached for a few months. When found, his head was inside a gas oven. It may be recalled that it was Hugh who scored the goal which won the F. A. Cup for Cardiff when they met Arsenal in the final at Wembley. He sent in a long range shot which had such timbre in it that Lewis, the Arsenal goalkeeper, had the utmost difficulty in getting

RUGBY FOOTBALL

Union Men Offended

The Australian Rugby League tourists have captured the public imagination in Britain, but they also have brought an element into the concluding stages of their tour which has given some offence. "Rugby League football in the South may be disparaged by some," said an official, "but I foresee the time when this spirit will be conquered, and the game will gain as much favour in the South as it has in Yorkshire and other Northern centres."

The Rugby Union man's antipathy towards the professional game is well-known, and it is perhaps natural that his feelings should be roused when somebody suggests that his stronghold is to be invaded. It was rather an inopportune moment for such a statement to be made, because the League were then considering the advisability of abandoning the final fixture of the Australian tour—the game with Wales at Wembley—and substituting a fourth game with England, since the result of the rubber is an equal share of the spoils.

Many Union men say that such a proposition would never even be considered in their code, as the ultimate result of a game, or series of games, is the least important item of all so long as the game itself was enjoyed and absolutely clean. Further, they say, fixtures are not to be abandoned so lightly, "even when a larger gate is promised," as one Union man said caustically to me.

CRICKET

Strudwick's New Pupil

There is always a fascination in hunting up cricketers who remain at home during the close season and finding how they employ their time. Jack Hobbs is buying himself very much on the Surrey County Cricket club committee; Jimmy Cutmore, the young Essex batsman, is being noted quite frequently by the theatrical agents since he turned his winter thoughts to the vaudeville stage; and that young Every, the Glamorgan wicket-keeper, has been sent by his club to Strudwick's cricket school in London.

Every is one of the most promising wicket-keepers in the country, for although he is still only eighteen years of age, he had a regular place in the county side last season. With the guidance of that famous England wicket-keeper, Strudwick, Every seems assured of a place in an England team before he is very much older.

BILLIARDS

Lindrum's New Records

One of the most familiar headlines in the British Newspapers to-day is "New Billiards Record." And when one sees that heading, it may be taken for granted that Lindrum's name is not far away. He seems never to tire of making new records himself or else being very closely associated with a new record.

He and Smith each scored a break of more than 1,000 in one session in their time-limit match in Glasgow. This was a record. Then, two days later, the Australian scored the huge break of 2,140, still against Smith in Glasgow, thus breaking the Scottish record of 1,394 which he himself set up earlier in the game.

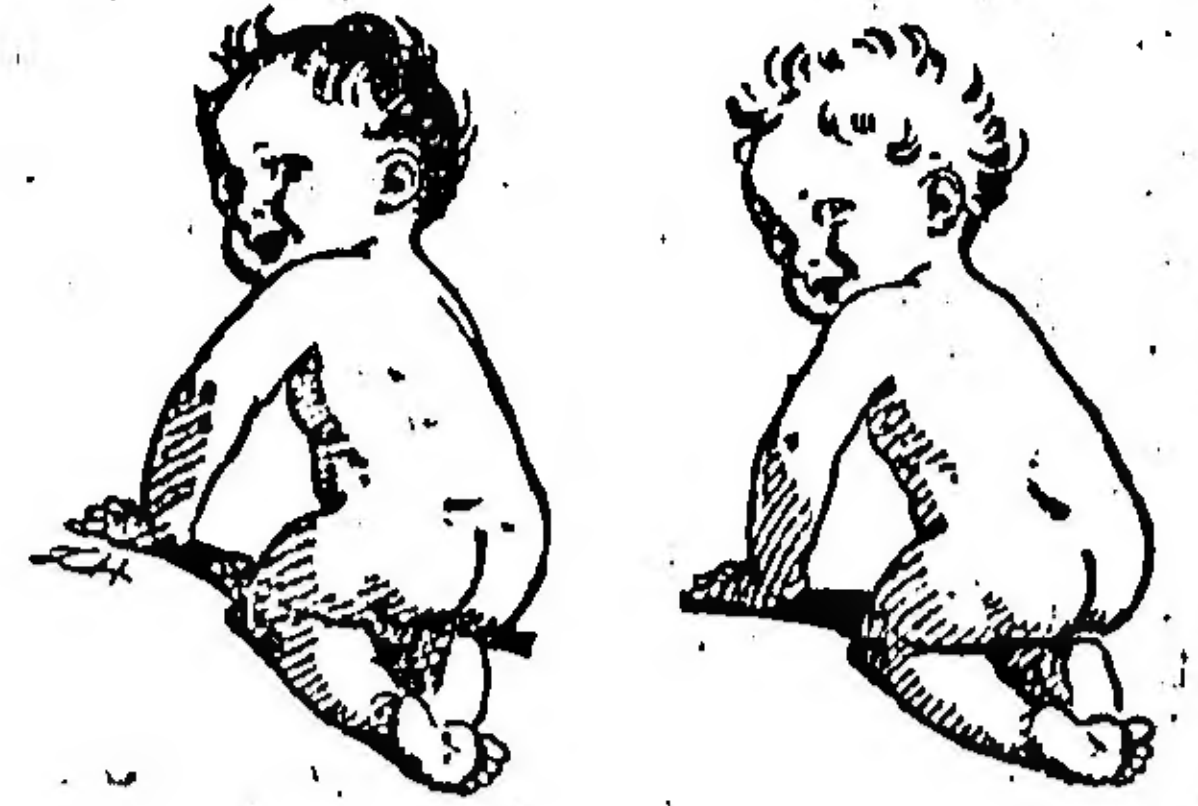
In view of this, it speaks volumes for Smith's play that he beat the Australian champion when the final scores stood at Smith: 24,719; Lindrum, 24,147.

This couple have now played five fortnightly time limit matches in Britain, and although Walter Lindrum has set all tongues wagging with his spectacular play and record-breaking feats, one must not lose sight of the fact that Smith has won two of these games.

This is no mean achievement against a player who richly deserves the title given to him—"the left-handed terror."

A fateful goal in a life which ended tragically for the forward.

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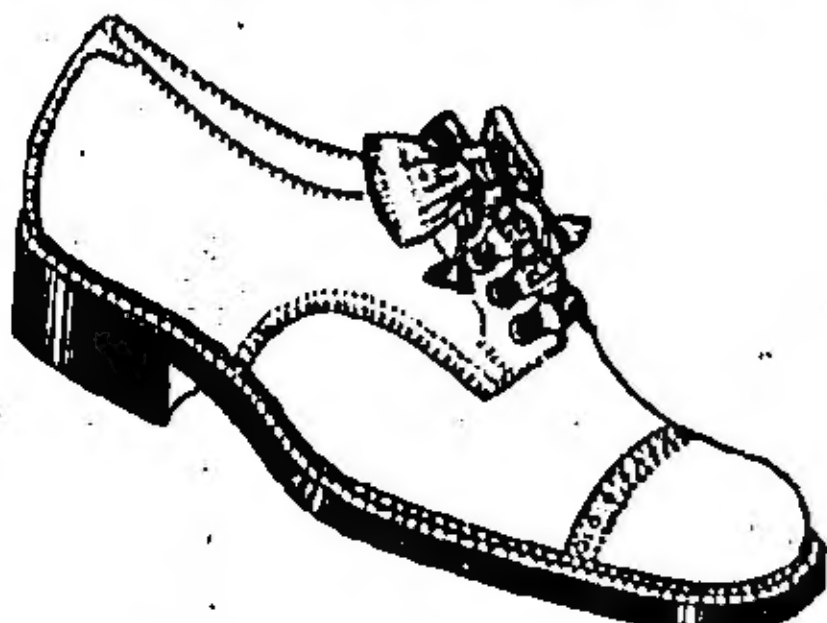
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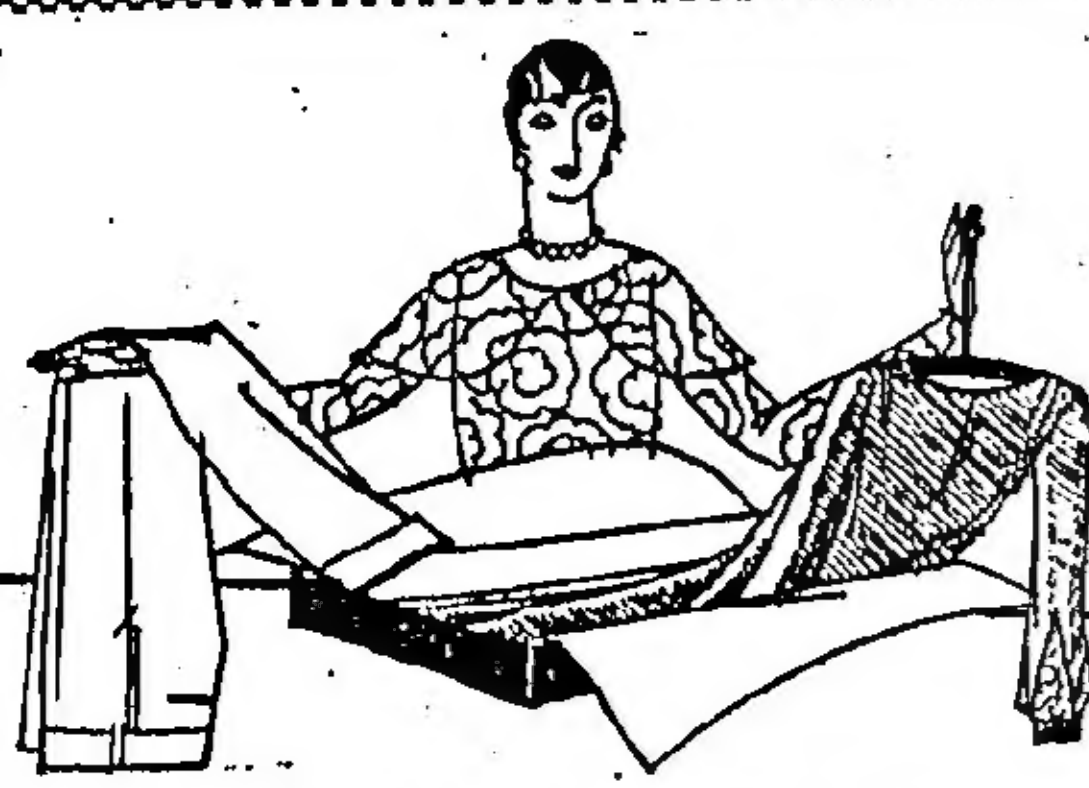
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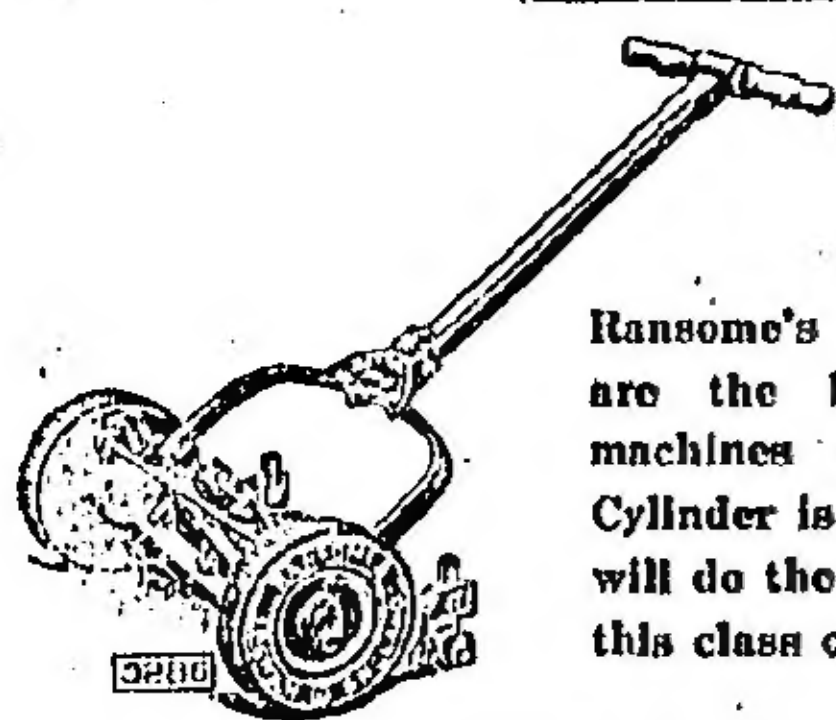
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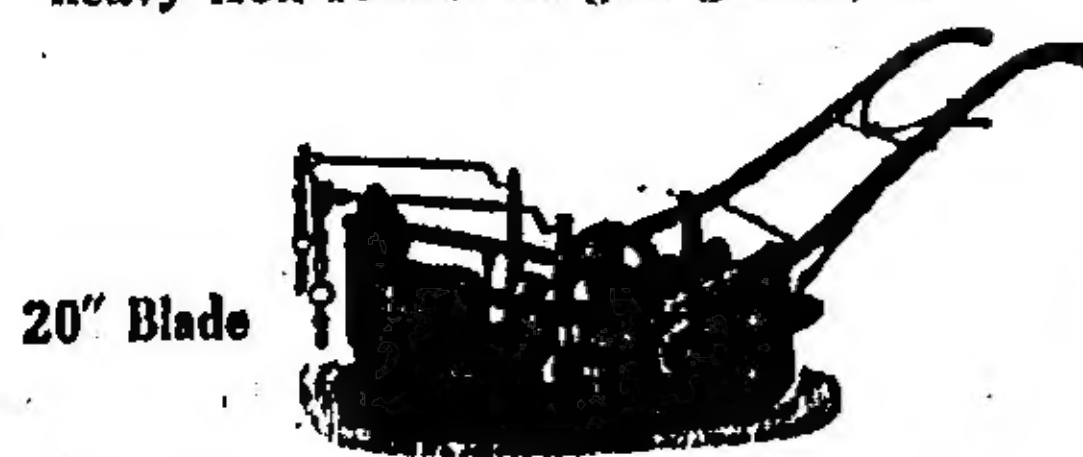
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LEAGUE SURPRISES

Disaster in K.O.S.B.'s Last Match

UNEXPECTED REVERSE

Navy Too Good for Athletic

In the Senior Division the K.O.S.B. completed their full programme yesterday and suffered defeat by South China, who scored the only goal of the match. This unexpected reverse has deprived the "Sets" of the chance of being returned this season's Champions.

With the Navy overcoming the Athletic by two goals to one they have strengthened their position on the league table and are well in the picture for the Senior Trophy.

The Somersets found the "Saints'" goal nine times. Kowloon confirmed their Shield superiority over the Police to the tune of three goals to one, while the "Gunners" gained the verdict with the Club by the odd goal in three.

Of the Juniors the Navy returned the best result of the day by five goals without response from South China. The K.O.S.B. have a good chance of carrying off the Junior Trophy. If the Navy and Chinese fail to win all their remaining matches, Chinese "A", St. Joseph's and the Somersets all recorded good victories, while the Medicals gained their second success of the season.

THE PLAY DESCRIBED

RESULTS AT A GLANCE

Division I.				Division II.			
Navy	2	Athletic	1	Eastern	0	Chinese "A"	3
Club	1	R.A.	2	University	0	St. Joseph's	4
Police	1	Kowloon	3	Navy	5	S. China "B"	0
K.O.S.B.	0	South China	1	R.A.M.C.	3	Club	1
Somersets	9	St. Joseph's	0	S. China "A"	0	K.O.S.B.	3
				Somersets	4	Chinese "B"	0

LEAGUE TABLES TO DATE

Division I.										Division II.									
	P.	W.	D.	L.	F.	A.	Pts.				P.	W.	D.	L.	F.	A.	Pts.		
K.O.S.B.	20	11	6	3	45	21	28			K.O.S.B.	20	23	2	3	113	17	43		
Royal Navy	17	10	5	2	36	20	25			Royal Navy	19	14	3	2	65	13	31		
Athletic	16	10	2	3	33	13	22			Chinese "A"	17	14	2	1	53	18	39		
Somersets	13	9	1	3	33	9	19			S. China "A"	17	13	1	3	47	13	27		
South China	14	8	2	4	25	11	18			Somersets	19	11	3	5	53	27	25		
R.A.	17	8	1	8	25	20	17			St. Joseph's	17	7	3	7	39	33	17		
Kowloon	16	6	3	5	28	20	15			Eastern	17	7	2	8	29	38	18		
Club	15	4	3	8	18	32	8			Kowloon	18	7	2	7	27	38	18		
St. Joseph's	16	3	0	13	14	56	0			R.A.	18	5	3	10	22	47	13		
Recrele	13	2	1	10	14	38	5			Chinese "B"	16	5	1	10	24	45	11		
Police	14	2	1	11	14	30	5			S. China "B"	16	4	2	10	22	51	10		
										R.A.M.C.	20	4	14	19	49	8			
										University	10	3	12	13	47	7			
										Ewo	10	1	12	13	58	5			
										Club	16	1	2	13	9	58	4		

Senior Division

CHINA ATHLETIC v. NAVY

The Game of the Day

On Caroline Hill ground the following teams lined up under the control of Mr. Hollands:—

Athletic: Chan Sik-pui, Lam Yuk-ying, Li Yuk-tat, Leung Yik-tung, Wong Sul-wa, Ho Choi-yin, Tso Kwai-shing, Lai Wai-koon, Wong Pak-cheung, Leung Fat-wing, Chan Kwong-tu.

Navy: Jarvis, McGregor, Jones, Evans, Tilley, Watta, Egan, Grey, Peacock, Cartwright, Stevenson.

The Athletic won the toss and the Navy had to face the sun. Mid-field play prevailed for the first few minutes of the game. The Athletic were awarded a free kick, which resulted in a scrimmage in front of the Navy goal before being finally cleared. The Navy advanced towards the Athletic's goal and received a free kick, the shot going over the bar.

From a pass Egan received the ball, which was passed across the goal mouth, Stevenson receiving and putting behind. Play was carried to mid-field from the goal kick. Egan again receiving the ball, from a throw-in, passed to Grey who headed over. The Athletic made a break-away but were unable to penetrate the Navy's defence.

Stevenson then put in a centre, and Cartwright, gaining possession, tricked two defenders and opened the Navy's account. After this play was of a ding-dong order, the ball travelling from one end of the field to the other. Another attack by the Navy saw Peacock put the ball further ahead. Egan, receiving a pass from Grey, control, and Chan Sik-pui punched out. Cartwright, gaining possession, scored, but the whistle had gone for off-side. Half time came with the Navy still attacking.

Half-time score:—Navy 2; Athletic 0.

The Navy Attacked. From the kick-off the Athletic made an attack on the Navy goal, the ball finally passing behind. The Navy then broke away, only to be pulled up for off-side. The Athletic made another attack, Chan Kwong-tu putting in a shot which Jarvis punched clear. The Navy then gained possession, and a good centre by Egan saw some neat handwork between Cartwright and Peacock, the ball finally being cleared.

The Athletic made an attack on the Navy goal, Jarvis running out and clearing. Another Navy attack saw Grey receive the ball and score another goal, but the whistle had blown for off-side.

The Athletic then attacked the Navy goal and in a scrimmage Li

Wai-koon scored for the Athletic. The Navy returned from the place kick and gained a corner, which Egan placed well, but Peacock headed into Chan Sik-pui's hands. Mid-field play prevailed until the final whistle.

Result: Navy 2, Athletic 1.

CLUB v. R.A.

On the Club Ground at Happy Valley L. S. B. A. Atkinson lined up the following eleven:—

Club: Rodgers; Wallington, Bishop; Gilchrist, Stewart, McBride, Alexander, Bell, Reid, Scott, Stanton.

R.A.: Fletcher; Frenson, Gough; Taylor, Ward, Gardner, Watson, Gill Moore, Allen, Walker.

Gunners Open Attack. Soon after the kick off the Club raided but Scott was robbed of the ball when in a good position. A shot by Watson at the other end was cleared by Rodgers to go on to Walker, whose centre was shot just over by Allen. With the Gunners pressing, a corner was conceded but it proved to be fruitless, and was followed by mid-field play with the defences on top.

Walker was pulled up for off-side to spoil a neat forward movement with Wallington and Bishop well beaten.

The R.A. were now pressing well and Walker was continually in evidence by putting over some good centres which, however, were intercepted by Wallington and Bishop, who were playing a steady game.

From a crowd of players Moore broke through with only Rodgers to beat and, with a hard rising drive, made no mistake with his shot and gave the Gunners the lead.

After a further raid by the R.A. the Club came into the picture and some good football between Stanton and Scott gave Fletcher some anxious moments, but relief came when Scott put over. Watson then made a run up the wing and put in an accurate centre which Gill met, but Bishop got in the way of his shot and cleared. End to end play was the order until the interval.

Half-time: Club 0, R.A. 1.

R.A.'s Lucky Escape. After the resumption the Club attacked and a hard ground shot from Scott was well cleared by Fletcher. Several offside positions at both ends ruined good chances. From a corner which Fletcher caught then dropped Gough luckily dispossessed Reid in time to prevent the Club from equalizing.

From a throw in Watson flashed across a good centre for Gill to take on the run and drive the ball into the net. The Club now took up the running for Reid to put over.

Continuing the attack, Bell went close and in the next minute gain-

ed possession and cut in, drawing Fletcher out, but Gough got there first and had the misfortune to turn into his own goal. This gave the Club heart and they continued to press. Fletcher, however, was well able to take charge of his citadel. With Walker in an aggressive mood Gilchrist did well in holding him. After a period of evenly contested play the final whistle concluded an interesting game with the Gunners value for their win.

Result: Club 1, R.A. 2.

POLICE v. KOWLOON

On the Stadium ground at North Point Kowloon confirmed their Senior Shield victory over the Police. The advantage of the loss went to Kowloon, who elected to play with the sun at their backs. The peninsula side were the first to settle down but offside spoiled a good movement.

With Kowloon having the better of the exchanges, shots were sent in although none was dangerous until Clarke, in running out of his charge, misjudged, and Hedley had little difficulty in finding the net.

At this stage of the game the Police were doing a lot of wild kicking and were lucky in keeping their citadel from falling for some minutes until two break aways brought relief.

With Kowloon's rearguard safe the Police thrusts were well held. Then a good shot came from Kowloon's right winger, but Clarke was prepared and cleared his lines.

From mid-field play a further raid came from Kowloon's right wing but the inside man grazed the bar, to be followed by a further narrow miss by the same player.

Erratic Shooting

Kowloon should have gone further ahead but erratic shooting spoiled good scoring chances. At the other end the Police missed an open goal with Angus out of position and, just before the interval, the Police snatched one of their few chances and got on terms by the aid of McGowan.

Half Time: Police 1, Kowloon 1. For a time after the resumption, with the defences on top, play was confined to mid-field until a free kick against Kowloon looked dangerous, but went tamely over the line to bring relief. A further goal by Kowloon was promised by a good run by the left wing; the offside, however, nipped the effort in the bud.

With the Police taking up the running, Angus did well to save his goal from a melee. Kowloon again got on the run but poor shooting resulted in a further shot wide of the mark.

Both elevens were pressing in turn but at both ends offside ruined good movements.

A Delightful Goal

Kowloon came again for Moss to score a delightful goal to give his side the lead after his opponent's defence had failed to clear by mistake. In the closing minutes some pretty passing was indulged in by Kowloon's front line, and while the Police were appealing for offside Simpson took the ball through and found the net.

Result: Police 1, Kowloon 3.

K.O.S.B. v. SOUTH CHINA

A large crowd lined the banks on both sides of the Military playing fields at Sookumpoo, when Cpl. Evans lined up the following teams:—

K.O.S.B.: Shears; Reeves, Martin; Drury, Davey, Skiggs; Cook, McGlinchey, Everest, Stock, Alexander.

South China: Pau Ka-ping; Li Tin-sang, Lau Mau; Leung Lin-sang, Wong Mei-shun, Leung Wing-tak; Cheng Shiu-hong, Chu Kwok-lun, Pau Ka-shuen, Chu Ka-ming, Ip Pak-wa.

Borderers Hard Pressed. South China won the toss and the K.O.S.B.'s had to defend the Tung Wah Hospital end goal. Everest opened the game by taking a good shot at goal, but it was well saved by Pau Ka-ping, who played a very good game throughout, although he was worried by the opposing forwards.

The Chinese became very aggressive and several times the Borderers' defence was hard pressed. Reeves was very safe and it was due to his fine clearing, time after time, that the Chinese were kept at bay.

Wong Mei-shun got within shooting range and tested Shears with a hard shot, but the goalkeeper saved in good style, at the expense of a corner from which nothing resulted.

The Borderers forwards how got going and tested Pau with several difficult shots, but they were saved in splendid style.

Five minutes before the interval Ip Pak-wa made a good run, when Reeves returned the ball into his opponents' half.

The ball was then passed to Pau Ka-ming and, in attempting to score, he fell heavily and had to retire but returned in a few minutes.

After some mid-field play, the Sets forwards made an attempt to open the scoring, but Everest

handled to bring relief to the Chinese defence.

Returning to the attack the K.O.S.B. forced a corner; the flag kick centre was spoiled by over eagerness, the ball going tamely behind. With both elevens striving hard to open the scoring the play was in ding dong order until the interval arrived with a blank score sheet.

Half-time:—K.O.S.B. 0; South China 0.

China Continue to Attack

After the resumption South China had the better of the exchanges, but the good defence work of Reeves and Martin prevented them getting near enough for effective shots.

Continuing the pressure, Cheng Shiu-hong sent the ball out to Ip Pak-wa. The latter drove in a fast shot which beat Shears all the way, to open up the scoring. This reverse put new life into the Sets and some very fast play was witnessed during the next few minutes, but with Li Tin-sang and Lau Mau defending well they were successfully held.

The Chinese, realising that the issue was still in doubt, continued to fight hard for further success, but time arrived without further scoring.

This encounter is the last one in which the K.O.S.B. will take part and it must be disappointing for them to have fared so badly in their last two games, it now being certain that they cannot be returned this season's Champions. Result:—K.O.S.B. 0; South China 1.

SOMERSETS v. ST. JOSEPH'S

Glut of Goals for Somersets

Mr. T. G. Stokes lined the following players up on the Kowloon Football ground.

Somersets: Hall; Hayward, Hulish, Trough, West, Harris; Butcher, Bewley-Bull, Earley, Knapp, Rayson. St. Joseph's: Sousa; Gomez, Greenslade; Skinner, Kilbride, Sousa; Gallagher, Sansom.

The Somersets won the toss, St. Joseph's with only eight players facing the sun. Straight from the kick-off the "Sets" started pressing and forced a corner, which was fruitless. The ball swung from end to end and the play was mostly in St. Joseph's half.

Although St. Joseph's only fielded eight men, the "Sets" were not having it all their own way. Butcher, breaking away, centred for Bewley-Bull to open the score 15 minutes after the start.

St. Joseph's carried the play to the "Sets" goal area, but the ball was quickly transferred to the other end and Earley passed to Knapp who shot, Sousa clearing. Earley headed a goal from a pass from Knapp ten minutes later.

Mid-field play ensued for a few minutes, West getting the ball tried a shot at long range which Sousa saved and cleared.

Play was later transferred to the "Sets" goal area and Sansom took a first time shot which went over the cross-bar. From the goal kick the ball was quickly back in St. Joseph's half and Harris, putting in a long shot, which hit the cross-bar, enabled Earley to score off the rebound.

Half-time score: Somersets 3, St. Joseph's 0.

Somersets Again Score

Play was resumed with the "Sets" facing the sun, the ball being swung about in mid-field. Ten minutes after the start Butcher, receiving the ball, passed to West, who scored his side's fourth goal. The "Sets" were soon back in St. Joseph's goal area, Bewley-Bull put in a shot which Sousa turned for a corner, which came to nothing.

At this stage St. Joseph's made a break-away but the ball was soon back in their half and Rayson, after breaking three opponents, scored the fifth goal. The "Sets" rushed towards the goal of St. Joseph's and Knapp, receiving, registered their sixth success. Butcher, running from the half way line, beat three opponents and was pulled up for a foul on Greenslade, and the free kick transferred the ball to mid-field.

Soon afterwards, Knapp, receiving the ball from Bewley-Bull, scored the seventh goal.

The "Sets" now forced a corner from the flag kick, which went over the bar. From a goal kick the ball was passed to Bewley-Bull who rushed in and scored the eighth three minutes from time.

Straight from the place kick Knapp went down the field and scored the ninth minute later. The final whistle came with the "Sets" still pressing.

Result: Somersets 9, St. Joseph's 0.

Junior Division

EASTERN v. CHINESE "A"

This match was played on St. Joseph's ground, Happy Valley. A fast and even game was witnessed, but the score does not reflect the true run of the play. Both defences played a strong and forceful game. Chinese "A" were lucky to take the lead, being granted a penalty for hands, and Lee Fong easily beat Silva from the spot.

Interval score: Eastern 0, Chinese "A" 1.

In the second half play was very fast, the ball travelling from end to end at a great pace. Chinese "A" accepted the chances offered and further goals were added by Lo Chi-wo and Chow Yin-ching.

Result: Eastern 0, Chinese "A" 3.

UNIVERSITY v. ST. JOSEPH'S

This match was played on the Chinese ground, Happy Valley. The kick-off was delayed owing to the non-

arrival of the official referee. After a delay of twenty minutes both teams agreed that Mr. K. M. Omar should officiate.

St. Joseph's had the best of the opening play and after twenty minutes Gutierrez opened the scoring with a fast shot that entered the net off the upright.

The University strove hard to equalise, but Omar kept his goal intact.

Interval score: University 0, St. Joseph's 1.

After the interval St. Joseph's had all the play, the University being kept on the defensive. Further goals were scored by Haroon, Gutierrez and Leonard.

Result: University 0, St. Joseph's 4.

NAVY v. SOUTH CHINA "B"

This match was played at Happy Valley. From the start the Navy took matters in hand, and any break-aways by South China were checked by Cordery and Ward.

Potts opened the Navy's account when he accepted a pass from McLaughlin, and, before the interval, Thompson added two more goals.

Interval score: Navy 3, South China "B" 0.

The second half was a repetition of the first, and at no time were South China dangerous. Sargie added a fourth and before the end Potts brought the total up to five.

Result: Navy 5, South China "B" 0.

R.A.M.C. v. CLUB

In this game, played on the Military Ground at Sookumpoo and refereed by C. S. M. Parry, the Club won the toss and from the place kick the R.A.M.C. made a thrust, but a centre sent in by Elbow went to waste. Dodson then came into the picture and after stopping the Club movement, sent his front line forward to gain a corner, but nothing resulted from the

LOCAL CRICKET

Kowloon Win the Senior Championship

RUDE SHOCK FOR HONG KONG

Club de Recreo Go to Head of the Table

The Kowloon C.C. took the full three points from the University yesterday, completed their own fixtures and incidentally won the senior cricket championship. Far and away the best batting side in the League, quite up to standard in bowling and fielding as well, and showing consistently good form throughout, it was rather expected that the K.C.C. would finish at the top, although in the middle of the season they did drop four valuable points by playing two drawn matches (with the Royal Navy and the Civil Service C.C.) Congratulations to W. Bruce and his men!

In the other senior match, the Hong Kong C.C. received a rude shock at the hands of the Army.

Club de Recreo accounted for the Civil Service 2nd in Division II and have gone to the head of the table, but, comparatively speaking, are not so well-placed as the H.K.C.C. 2nd, who are one point behind but have two matches in hand.

The Results

The complete results of yesterday's fixtures are as follows:—

League I

UNIVERSITY v. K.C.C.

At Pokfulam, the University lost to the Kowloon C.C. by 96 runs. Opening with their usual pair, the K.C.C. met with early disaster, Ramsay being dismissed with the score at 6. The Fincher brothers took the total to 35 before a separation was effected and it was left to F.I. Zimmerman who batted brightly for 85 to pave the way to the big total of 187 for six wickets, declared. Bruce, the visiting skipper, played an invaluable innings for 40.

Wickets Fall Rapidly

The University started well, Anderson (36) and Gittins (11) putting up 41 for the first wicket. At this stage there appeared to be a chance for the home team to effect a draw, but subsequently wickets fell rapidly and but for a plucky knock (for 24) by Osman, the University would have been in a much more sorry plight.

Bowling honours were fairly evenly distributed. A. T. Lee accounted for three wickets for 25, and Goodwin, Bruce and Ross two each for 8, 16 and 36. Scores:—

Kowloon C.C. 187
A. W. Ramsay, c Gittins, b Lam 31
E. F. Fincher, c Gutteres, b Lam 15
F. I. Zimmerman, c Anderson, b Ross 85
F. E. Lawrence, c Gutteres, b Anderson 40
W. Bruce, c Kwan, b Lam 4
P. Goodwin, not out 8
Extras 5

Total (for 6 wks., dec.) 187
A. T. Lee, D. Laing, S. Jex, N. H. Ross did not bat.

BOWLING ANALYSIS

	O.	M.	R.	W.
Gutteres	14	4	42	1
Lam	10	2	32	2
Smy	6	0	40	0
Anderson	11	1	36	3
Gittins	3	0	32	0

D. J. N. Anderson, b Goodwin 36
S. V. Gittins, b Bruce 11
E. A. Lee, b A. T. Lee 1
C. W. Lam, lbw, b A. T. Lee 1
D. K. Smy, c E. C. Fincher, b A. T. Lee 1
A. T. Lee 0
W. H. Kwan, not out 5
A. P. Gutteres, run out 2
M. B. Osman, c Ramsay, b Ross 24
A. H. Suleiman, c Laing, b Ross 4
N. P. Karamalla, b Goodwin 0
Extras 6

BOWLING ANALYSIS

	O.	M.	R.	W.
Goodwin	7	1	36	2
Ross	5	0	36	2
Bruce	7	3	16	2
A. T. Lee	9	1	25	3

H.K.C.C. v. ARMY

On their own ground, the Hong Kong C.C. unexpectedly collapsed against the Army, the latter winning by 49 runs in a match of low scores.

The Army batting was weak and it was greatly due to a stand by McGowan (last man in) who knocked up 22 not out, that the total reached 107.

The H.K.C.C. batsmen were in particularly poor form, or perhaps it was the brilliant bowling of Wyatt and Musson, who literally took everything before them, which brought about their downfall, as the home team mustered a miserable 58. Scores:—

Army
Lt. McFarlan, c Harris Walker, b Reid 0
Lt. Wolfe-Barry, c Owen Hughes, b Beck 8
Cpl. Davies, c and b Beck 12
Lt. Munson, b Beck 12
Lt. Col. Wyatt, c Batger, b Owen Hughes 19
Capt. Reynolds, b Reid 1
Pte. Joyce, c Mackenzie, b Duckitt 21
Pte. Fry, c Beck, b Duckitt 1
Mathews, b Owen Hughes 0
Lt. Christian, b Owen Hughes 0
McGowan, not out 22
Extras 18

BOWLING ANALYSIS

	O.	M.	R.	W.
Beck	10	3	25	3
Reid	7	1	10	2
Duckitt	6	0	23	2
Owen Hughes	4	0	22	3

Hong Kong C.C.

Musson 18
G. P. Lamert, b Musson 0
E. J. R. Mitchell, b Musson 5
K. H. Batger, lbw, b Wyatt 1
H. Owen Hughes, b Wyatt 7
A. Reid, c Joyce, b Wyatt 5
A. C. Beck, b Musson 1
J. R. Hinton, b Wyatt 0
W. W. Mackenzie, lbw, b Musson 13
W. Harris Walker, lbw, b Wyatt 2
J. R. Collis, not out 1
Extras 5

BOWLING ANALYSIS

	O.	M.	R.	W.
Musson	8.4	1	23	5
Christian	2	0	16	0
Wyatt	6	1	14	5

League II

K.C.C. 2ND v. UNIVERSITY 2ND

On their own ground, the Kowloon C.C. 2nd XI defeated the second team of the University by four wickets.

A splendid steady knock for 64 by H. Nomanbhoy was the feature of the University innings, the total of which reached 148 for eight wickets, declared.

For the winners, G. Lee, who had also previously bowled well, scored briskly for 63 not out. Five others helped with double figures towards a total of 167 for six wickets. Scores:—

University 2nd XI
K. T. Loke, c A. R. F. Raven, b G. Lee 0
A. Chan Fook, b Hirst 0
H. Nomanbhoy, b Hirst 64
K. F. Gan, lbw, b Smith 5
G. Ganah, b Hirst 26
G. W. Yeeh, c and b Gregory 13
A. A. Aziz, not out 17
F. S. Chan, lbw, b G. Lee 7
N. A. R. Mackay, c G. Lee 7
A. Nomanbhoy, not out 10
Extras 10

BOWLING ANALYSIS

	O.	M.	R.	W.
G. Lee	9	2	29	3
Hirst	17	5	41	3
Smith	5	1	19	1
Overy	2	0	19	0
Gregory	8	0	30	1

Kowloon C.C. 2nd XI

A. A. Dand, c A. Nomanbhoy, b Chan Fook 5
A. V. Hail, run out 23
A. R. F. Raven, run out 14
J. Fraser, b Tan 21
G. Lee, not out 63
N. A. R. Mackay, c Yeeh, b Aziz 7
F. S. W. Smith, c Chan, b Chan Fook 10
A. H. Kew, not out 7
Extras 11

BOWLING ANALYSIS

	O.	M.	R.	W.
Chan Fook	14	2	54	2
A. Nomanbhoy	3	0	17	0
Tan	14	1	93	1
Hiptook	1	0	19	0
Aziz	3	0	9	1

C.C.C. 2ND v. R.E. & R.C.S.

At Happy Valley, the Craignagower C.C. second team defeated the Royal Engineers and Royal Corps of Signals by six wickets.

Sourbutts (4 for 23) and Y. Abbas (3 for 29) were in fine form with the ball and were largely responsible for the dismissal of the visitors for the comparatively small total of 114 runs. Leppard batted well for 43, and towards the end Deavall hit out forcefully for 25 not out.

Destructive Bowling

Y. Abbas and Sourbutts followed up their destructive bowling by contributing 87 runs between them out of 156 for seven wickets put up by their side, the former scoring 49 and the latter 38. The R.E. bowling was weak. Anstruther returning the best analysis of 4 for 53. Scores:—

R.E. and R.C.S.

Q.M.S. Leppard, b Sourbutts 48
H/Regt. Houghton, b Musket 8
H/Regt. Penny, run out 12
Lt. Macdonald, b Y. Abbas 5
Lt. Anstruther, c Leonard, b Y. Abbas 16
Lt. G. Marrage, b Y. Abbas 1
Cpl. Deavall, not out 25

Elg. Arnison, c Y. Abbas, b Sourbutts 0
L/Cpl. Saunders, b Sourbutts 0
Extras 114

BOWLING ANALYSIS

	O.	M.	R.	W.
Sourbutts	9	3	42	4
Musket	8	0	42	1
Y. Abbas	7	0	29	3
F. Zimmer	3	0	10	0

C.C.C. 2nd XI

J. W. Leonard, c Saunders, b Anstruther 8
F. Zimmer, lbw, b Deavall 21
C. E. Wong, b Anstruther 10
Y. Abbas, c Saunders, b Anstruther 49
G. Lia, b Saunders 10
R. Sourbutts, c Anstruther, b Deavall 38
W. B. Musket, b Anstruther 12
H. Kew, not out 0
A. A. Lewis, not out 0
Extras 17

BOWLING ANALYSIS

	O.	M.	R.	W.
Anstruther	11	3	33	4
Saunders	0	0	58	1
Deavall	6	2	20	2
Leppard	2	0	16	0
Arnison	1	0	5	0
Lockyer	2	0	8	0

RECREIO v. C.S.C.C. 2ND

At King's Park, the Club de Recreo defeated the Civil Service C.C. 2nd XI in a closely contested match.

Battling first, the visitors compiled 88 towards which the home team replied with 113.

With 24 runs to his credit, H. M. Xavier (Recreo) was the highest scorer on either side. Scores:—

C.S.C.C. 2nd XI

R. S. W. Paterson, c Alves, b D. P. Xavier 2
E. Himsforth, b D. P. Xavier 2
R. G. Robertson, c H. M. Xavier, b Sousa 18
R. R. Davies, lbw, b G. A. Gutteres 18
H. E. Strange, c G. A. Gutteres, b Pereira 7
W. H. Edmonds, c G. A. Gutteres, b Sousa 4
J. P. Willmot, lbw, b Pereira 0
F. Harper, run out 19
V. Chittenden, run out 19
S. Handle, b Pereira 20
V. H. Freeman, not out 1
Extras 13

Club de Recreo

L. J. Gutteres, c Strange, b Robertson 11
H. A. Barros, b Randle 0
H. A. Alves, run out 21
D. P. Xavier, c b Edmonds 22
H. M. Xavier, st. Davies, b Edmonds 24
E. J. Remedios, c b Edmonds 9
F. H. Carvalho, b Robertson 8
G. A. Gutteres, c Himsforth, b Edmonds 8
J. Figueiredo, not out 11
A. P. Pereira, c Harper, b Robertson 1
C. M. Sousa, c Edmonds 2
Extras 1

BOWLING ANALYSIS

	O.	M.	R.	W.
D. P. Xavier	10	3	30	2
C. M. Sousa	10	2	32	2
G. A. Gutteres	4	2	7	1
Pereira	5.2	2	10	3
Alves	2	0	6	0

Club de Recreo

L. J. Gutteres, c Strange, b Robertson 11
H. A. Barros, b Randle 0
H. A. Alves, run out 21
D. P. Xavier, c b Edmonds 22
H. M. Xavier, st. Davies, b Edmonds 24
E. J. Remedios, c b Edmonds 9
F. H. Carvalho, b Robertson 8
G. A. Gutteres, c Himsforth, b Edmonds 8
J. Figueiredo, not out 11
A. P. Pereira, c Harper, b Robertson 1
C. M. Sousa, c Edmonds 2
Extras 1

BOWLING ANALYSIS

	O.	M.	R.	W.
Randle	11	1	28	1
Edmonds	16.1	0	40	5
Robertson	9	1	35	3

Friendly Match

C.S.C.C. v. I.R.C.

Playing ten of their second eleven team, the Indian R.C. achieved a creditable performance by defeating a strong Civil Service C.C. side at Happy Valley.

Doing remarkably well both with bat and ball, A. H. Madar and A. S. Sufald more or less "carried" the Indians to victory. Scores:—

Civil Service C.C.

F. H. Heldman, b A. M. Rumjahn 16
D. McDougall, b A. S. Sufald 0
S. Balfour, lbw, b A. M. Rumjahn 0
T. W. Carr, b A. H. Madar 0
F. Baker, c S. Ismail, b A. S. Sufald 20
D. Jones, b A. S. Sufald 0
G. Fowler, c A. S. Sufald, b A. H. Madar 0
G. R. Sawyer, c Acker, b M. R. Abbas 28
B. D. Evans, c A. M. Rumjahn, b A. H. Madar 41
R. T. Taylor, not out 3
G. Carr, b A. H. Madar 4
Extras 14

BOWLING ANALYSIS

	O.	M.	R.	W.
A. R. Sufald	6	1	39	0
A. M. Rumjahn	10	5	25	2
A. S. Sufald	0	1	18	3
A. H. Madar	7.5	2	20	4
M. P. Madar	2	1	13	0
M. R. Abbas	3	1	2	1

Indian R.C.

M. P. Madar, b Sawyer 12
H. T. Barma, lbw, b Sawyer 9
A. H. Madar, retired 51
A. S. Sufald, c T. W. Carr, b Baker 40
F. M. el Azzuli, c Balfour, b Sawyer 2
A. R. H. Emali, c Fowler, b Jones 2
J. S. Acker, b Sawyer 2
M. R. Abbas, st. T. W. Carr, b Sawyer 11
S. Ismail, c Balfour, b Jones 4
Extras 9

BOWLING ANALYSIS

	O.	M.	R.	W.
A. R. Sufald	6	1	39	0
A. M. Rumjahn	10	5	25	2
A. S. Sufald	0	1	18	3
A. H. Madar	7.5	2	20	4
M. P. Madar	2	1	13	0
M. R. Abbas	3	1	2	1

Kowloon Golf Club

The following is the draw for the "Hong" Foursomes (2 ball), handicap, first round to be played to-day:—

McLaggan and Gray (Kowloon Dock) v. Smith and Kern (Keller, Kern & Co.).

BOWLING ANALYSIS

	O.	M.	R.	W.
Jones	8.5	2	20	2
Sayer	12	0	38	6
Baker	7	1	45	1
G. Carr	3	0	14	0
Fowler	3	0	20	0
Evans	4	0	20	0

LEAGUE TABLES

Division I.

	P.	W.	D.	L.	Pts.
Kowloon C.C.	0	3	1	2	10
Craigengower C.C.	7	2	2	3	8
Army	5	2	1	2	7
Hong Kong C.C.	5	2	1	2	7
University	5	2	1	2	7
Civil Service C.C.	1	3	1	0	6
Indian R.C.	5	0	4	1	4
Royal Navy	0	0	2	4	2

Division II.

	P.	W.	D.	L.	Pts.
Recreo	8	6	1	1	19
Hong Kong C.C.	6	0	0	18	0
Police R.C.	0	5	1	0	15
Kowloon C.C.	8	4	3	1	15
Civil Service C.C.	8	4	0	4	12
Craigengower	0	3	1	5	10
R.E. and R.C.S.	0	3	0	9	9
Indian R.C.	0	2	1	3	7
University	7	1	1	5	4
R.A.S.C.	7	1	0	6	3
R.A.O.C.	4	0	0	4	0

VOLUNTEER CRICKET WEEK

The following teams will represent the H.V.D.C. in the dates named:—

Monday on H.K.C.C. ground against the Combined League: E. R. Mitchell (Captain), H. Owen Hughes, A. Reid, J. E. Richardson, E. C. Fincher, A. C. Beck, F. Baker, F. Zimmer, W. C. Hung, J. R. Hinton, R. M. Wood.

Tuesday at K.C.C. against K.C.C.—E. J. R. Mitchell (Captain), H. Owen Hughes, A. Reid, J. E. Richardson, K. H. Batger, A. C. Beck, F. Baker, F. Zimmer, S. V. Gittins, J. R. Hinton, G. E. R. Divett.

Wednesday on H.K.C.C. ground against the United Services—E. J. R. Mitchell (Captain), H. Owen Hughes, A. Reid, J. E. Richardson, E. C. Fincher, A. C. Beck, F. Baker, F. Zimmer, S. V. Gittins, W. C. Hung, G. E. R. Divett.

Time will be served at 12.15 p.m. each day and play will commence at 1 p.m., stumps being drawn at 6.15 p.m.

TO-DAY'S GOLF

Starting Times at Fanling.

9.12 a.m.—Capt. Riggs v. W. N. Fleming.

9.28 a.m.—C. E. Moore v. J. Forbes.

9.36 a.m.—F. Lobel v. C. Mycock.

9.56 a.m.—D. Forbes v. G. Davidson.

9.40 a.m.—W. C. Clark v. L. Ramage.

9.44 a.m.—T. C. Monaghan v. A. Leach.



MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(Daily at 2.30, 5.10, 7.15 & 9.20.)

Sunday to Tuesday—"Masquerade," Fox all-talking feature, starring Leila Hyams, Alan Birmingham and Farrell Macdonald.

Wednesday to Friday—"Wonder of Women," Lewis Stone and Peggy Woods in an epic of married life.

Saturday—"Marianne."

WORLD THEATRE

At 2.30 & 7.15Interpreter.
At 5.15 & 9.20Orchestra.

To-day and To-morrow—Rex Bell in "Cowboy Kid," a stirring Western romance and "Perils of the Jungle," Episodes III, and IV.

Tuesday and Wednesday—"For Wives Only," Marie Prevost with Victor Varconi from the stage comedy, "The Critical Year."

Thursday to Saturday—"The Black Diamond Express," Monte Blue and Edna Murphy in the story of a hard-fighting, hard-hitting black diamond.

STAR THEATRE

Special Matinees on Saturday and Sunday at 2.30 p.m.

(At 5.30 and 9.20.)

To-day and To-morrow—Norma Shearer in "A Lady of Chance," the sparkling comedy of a modern gold-digger.

Tuesday and Wednesday—"The Song and Dance Man," Betty Bronson and Tom Moore in a rollicking melodrama.

Thursday to Saturday—Dolores Costello and Conrad Nagel in "Glorious Betsy," the glamorous romance of two lovers who defied the world.

BEAUTY HINTS

by FLORENCE VIDOR

No matter how lovely a woman's features may be, if she wears a frown, she is not a pretty woman to look upon.

While we pay so much attention to the texture of our skin, and the contours of our face, we sometimes forget the importance of the expression of the face.

The drooping, pouting mouth, tear-filled eyes and the bored, miserable expression is not attractive. Worry, ennui and lack of vitality are dead-sets against beauty, while an expression of life and animation may light up and enhance a face that in repose might be termed uncomely.

Neither the powder puff nor the lipstick can paint a smile or give an impression of happiness. That beauty treatment must come from the heart and the mind of the individual. A share of optimism, unselfishness and courage is the only cure; the doctor being the person. Sometimes a change of environment, a good brisk walk, or even the purchase of a new hat or gown will turn the trick and drive away what we call the "blues."

NEW THRILLER AT THE WORLD

Monte Blue, again appearing as a railroad engineer, in a screen play even more exciting than "The Limited Mail," in which he triumphed a year or so ago, Blue, as engineer of "The Black Diamond," is dismayed by the accident to a young society girl, in which her carelessly driven car crashes into his train. Going to the hospital to visit her, love at first sight follows. She breaks the engagement with a rich suitor, becomes engaged to the engineer, and refuses her mother's pleadings to give him up.

The engineer's younger brother disobeys the family and Monte insists on leaving the girl. She marries the other man in anger, and her bridal party is on Monte's train, when it is attacked by bandits. Among the bandits with whom he grapples is his brother. The girl's husband is fatally shot. The brother, trying to go straight, is cruelly punished by his former pals. Monte cuts the car loose, saves the girl and the fortune which the train carries, and wins deserved honour. This is but a bare outline of a story big with human interest and real gripping drama.

"MASQUERADE" FINAL PROOF OF SCREEN'S EQUALITY WITH STAGE

Romance and adventure seldom achieve so pleasing a mixture in talking pictures as they do in "Masquerade," the all dialogue Fox Movietone picture which opens at the Queen's Theatre to-day.

Adapted with surprising fidelity from Louis Joseph Vance's best-seller, "The Brass Bowl," this entertaining screen play explains why the book is still in demand. Mr. Vance's mastery of story-telling maintains its interest whether in print or in the movies.

The delightful mix-up between a millionaire bachelor, and a notorious crook who might be his twin brother, and the complications injected by a charming girl, all afford unusual pleasure to the audience, and appear to guarantee a well-filled house during the run of the picture. One wonders at the address of Alan Birmingham in his difficult dual role of the millionaire and the burglar. The actor's ability to maintain the resemblance but to change entirely his voice and mannerisms to suit the divergence in impersonations, is, technically, one of the most interesting spectacles this reviewer has beheld in a long time, and it gives a satisfactory answer to the question of whether a "talkie" can compete with a stage production in this phase of histrionic art.

Leila Hyams is quite as delightful as she is convincing in the role of the girl who endeavours to save her father from the penitentiary. Clyde Cook, Farrell Macdonald and Arnold Lucy enact important supporting roles.

"WONDER OF WOMEN" IS EPIC OF MARRIED LIFE

"Wonder of Women," epic of married life and the much-heralded filmisation of Hermann Sudermann's "The Wife of Stephen Tromholt," is to play at the Queen's Theatre from Wednesday as the latest triumph of Clarence Brown, famous director. It is a sound synchronised production with dialogue sequences.

It sets a new mark in film productions for it defies all oldtime conventions of the screen and gives the world one of the most poignant heart-interest and sweetest love stories, as well as one of the most gripping dramas ever seen on the silver sheet. The play is a literal summary of human life. Though laid in Germany, it is the human life all the world knows. It is the story of the drudging wife and the husband whom the world knows as a genius of his infatuations and depressions and the wife to whom, invariably, he returns as to the one great love of his life.

Pathos, humour, thrills and drama are crammed into the play with Brown's deft human touches that marked "Flesh and the Devil," also from the pen of Sudermann, and others of his plays. The cast is one of the most interesting the screen has seen in many seasons. Lewis Stone plays the hero of the story, "Tromholt," a composer of symphonies and prey to the beauty of women. He gives a splendidly balanced characterisation as the temperamental musician with his love of life and flirtation fighting within his soul against his love of domesticity and the wife he really adores even through his infatuations.



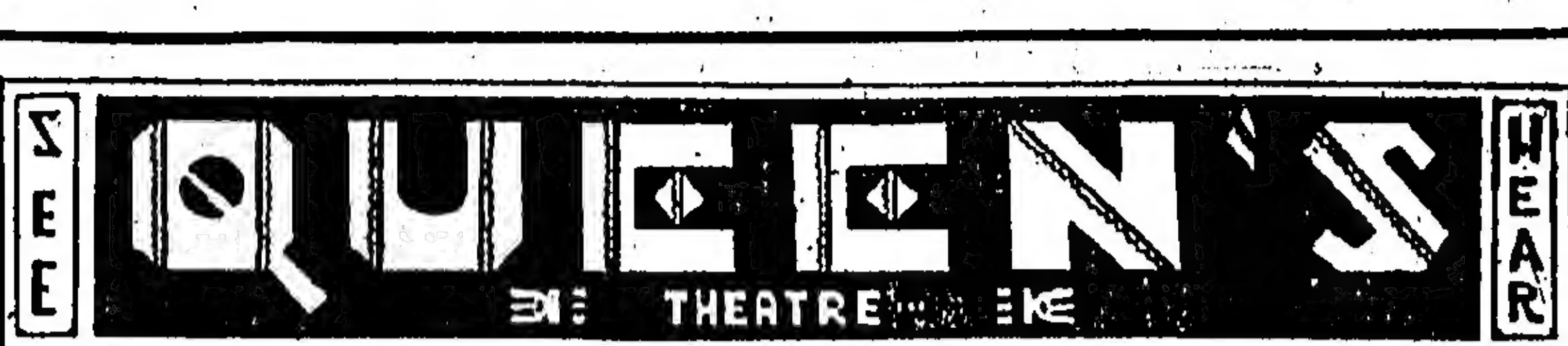
MARION DAVIES

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COMMENCING SATURDAY

AT THE QUEEN'S

ALL TALKING

TO-DAY TO TUESDAY
At 2.30, 5.10, 7.15 & 9.20.WILLIAM
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MASQUERADE

From
LOUIS
Joseph
VANCE'S
Novel
"The
Brass
Bowl"with
ALAN BIRMINGHAM
LEILA HYAMS
CLYDE COOK
ARNOLD LUCY
FARRELL
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COMEDY
"SMALL TALK"FOX NEWS
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RITZ REVUEProsaic Marriage vs. Flaming Romance
in a Dramatic Sensation!WITH THRILLING
TALKING
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FEATURING

LEWIS STONE
PEGGY WOODS
LEILA HYAMS

WEDNESDAY

TO

FRIDAY

AT 2.30, 5.10, 7.15 & 9.20.

Wonder of Women

"A LADY OF CHANCE"

Norma Shearer's Striking Role

SPLENDID CAST

A man may look like a million dollars and still not have a cent, and Norma Shearer's latest Metro-Goldwyn-Mayer starring vehicle, "A Lady of Chance," which opens at the Star Theatre to-day is an entertaining proof of the fact.

"A Lady of Chance" presents the attractive star as a professional gold digger who, after years of experience at picking out wealthy men who were easy to "flocco," selects a handsome young fellow who is wiring his mother of a million-dollar promotion scheme, and finds, after marrying him that she miscalculated. Johnny Mack Brown, former Alabama football hero and one of the screen's most promising actors, assumes the role of the young man whose appearance proved an interesting enigma to the expert gold digger.

Based on a story by Le Roy Scott, celebrated novelist and playwright, "A Lady of Chance," has been directed by Robert Z. Leonard, and relates the adventures of a trio who are working a crooked game with Dolly, played by Miss Shearer, too clever for her companions at times.

Cast as a telephone operator in an exclusive New York hotel, Dolly piles her trade, accepting the attentions of flirtatious old men and then having a "convenient husband" surprise her as she is with her victim and separate him from his bankroll. Toaming up with two former pals the girl completes one game, departs with the entire proceeds, and just as she is ready to marry a handsome young inventor for his money the two former partners arrive on the scene, furiously persistent. Knowing that the only way she can get the young man's money is to marry him, divorce him and sue him for alimony, the girl goes through with the wedding, only to find upon arrival at the groom's Southern home that he is practically penniless, though hopeful of making a fortune on a new kind of cement he has invented.

Finding herself a victim of her own appraisal, the girl leaves the boy the first night after their wedding, only to run into her two pursuing partners at the depot. She returns to the boy for appearances sake only, but realises that she loves him. Her repentance gives the young inventor inspiration, and, his perfected cement brings him a handsome royalty. When the two former partners threaten to expose the girl if she doesn't help them swindle the young man, she refuses and a number of surprising and dramatic incidents occur.

In support of Miss Shearer are Lowell Sherman, Gwon Lee, Eugenia Bessorer, Buddy Messinger and others.

SPLENDID SETTINGS

Scenes in "The Song and Dance Man"

Among the splendid settings of "The Song and Dance Man," the feature film which comes to the Star Theatre on Tuesday with Tom Moore in the leading role, is the gorgeous fan number from George White's "Scandale."

In this scene forty chorus girls with enormous fans appear in support of the dance of Basile Love, who plays the part of the musical comedy star in the picture. The fans are white on one side and red on the other, so that beautiful effects are produced by rhythmic reversal.

In making this scene Mr. White's chorus director encountered a peculiar and difficult problem. The cue for each movement of the fans falls upon certain measures of the "Scandale" music, but Basile Love had learned her dances to an entirely different air. It was impossible for her to do her dance to the fan music, and it was impossible for the chorus to manipulate their fans in unison to Miss Love's music. Yet both the chorus and Miss Love had to perform simultaneously.

The situation was met by having the orchestra play Miss Love's dance music very softly, while the chorus hummed their own music to the same tempo. Sixty-four measures of each tune were used, starting and ending together.

HANDSOME REX BELL ESTABLISHES WITH TWO PICTURES

Western film fare with plenty of romantic lure is now at the World Theatre. The picture is "The Cowboy Kid," Fox Films production starring Rex Bell.

The talented young player as-tounded critics with his masterful characterisation in "Wild West Romance," his initial production on the silver sheet. He has proven in "The Cowboy Kid" that he is not a film "skyrocket" by repeating with a characterisation that, if possible, is even more finished and that is being acclaimed by motion picture critics as a performance of which a veteran film star well might be proud.

The young star not only evidences a disregard for life and limb, but smashes his way to victory through one of the most unusual Western dramas that ever has been shown.

His horse, a spirited black steed, shares these dangers and, by an exhibition of unusual intelligence, aids Bell in cleaning out a nest of bandits who are planning to put over a big holdup on the bank owned by John Grover, whose daughter, Janet, learns to love the handsome plainsman for his bravery and daring.

Mary Jane Temple is his feminine lead. Other players in the cast are Joe DeGrasse, Brook Benedict, Alice Belcher, Syd Crossley and Billy Blotcher. The photoplay was directed by Clyde Carruth.

FINE NEW IDEA IN SET CONSTRUCTION

Perfumes, jewellery, and clothing have heretofore reflected the personality of some individual screen star. Now comes the announcement from Metropolitan Pictures Corporation that an entire new trend in set construction and appointments for motion pictures—an idea that is destined to become exceptionally popular in the industry has been adopted.

Aside from the selection of the proper vehicle for its stars and featured players, Metropolitan has brought to the screen settings and appointments which typify the personality of its players. The first example of this new idea was given a practical demonstration in "Almost a Lady" which stars Marie Prevost. And it was elaborated upon in "For Wives Only." Miss Prevost's latest starring vehicle which comes to the World Theatre on Tuesday, Ultra modern Viennese architecture and furniture as well as drapes were used—copied from photographs which were sent from abroad, and received at the studios a short time before filming operations were begun. This departure is one of extreme interest, for it reflects the personality of Miss Prevost ideally.

There is nothing blatant in this new type of settings, but it deviates materially from the heretofore accepted type of set, and blends most harmoniously with the general characteristics of the star. Appearing in the supporting cast of "For Wives Only" are Victor Varconi, Arthur Hoyt, Claude Gillingwater, Charles Gerrard, Josephine Crowell, William Courtwright and others.

"GLORIOUS BETSY" MAILED AS MISS COSTELLO'S BEST

There is one test given a big feature picture the outcome of which is awaited with more or less anxiety by everyone in any way connected with it. There are several tests preceding this particular one, such as those in the Hollywood studios, but these don't count on the final analysis. The real test comes when the master print reaches the New York offices of the producing firm. Every firm has a private projection room of its own. It has easy chairs and is comfortable, but that is all to be said of it. There are no artificial aids for the picture and music as barred. When films are shown the executives view them to criticism. In this gathering are men who understand every angle of the motion picture business and every angle connected with the filming of stories. If they are "hard-boiled" the constant study of pictures has made them so. There have been pictures which have never gotten beyond this room.

This is what happened when the master print of Dolores Costello's new picture, "Glorious Betsy," reached Warner Bros' New York offices. This is the picture based on the romance of Jerome Bonaparte and Elizabeth Patterson of Baltimore, and remembered as having had great success as written for the stage by Rida Johnson Young. On the day of its receipt the executives viewed the picture. With the last fadeout Albert Warner arose, looked round and smiled.

TO-DAY & TO-MORROW
At 2.30, 5.30, 7.20 & 9.20 p.m.



Majestic THEATRE

NATHAN ROAD, KOWLOON

TUESDAY & WEDNESDAY, 25th & 26th February.

E. PHILLIPS OPPENHEIM'S

Sensationally popular Story

The Passionate Quest

Featuring
MAY McAVOY
WILLARD LOUIS
LOUISE FAZENDA

Life plays strange pranks with three people who set out to seek the gratification of their every desire.

An unconventional play about unconventional people!



WARNER BROS. PRODUCTION

THURSDAY TO SATURDAY,
27th Feb.—1st March.



CHARLIE MURRAY
ALICE DAY, TULLY MARSHALL

COMING!



"THE PRIVATE LIFE OF HELEN OF TROY"

With

LEWIS STONE, MARIA CORDA, RICARDO CORTEZ, MARIO CARILLO.

GIANT GORILLA

Capture in Spooky House

A giant ape-man, standing nine feet tall and tipping the scales at 400 lb., has the title role in "The Gorilla," picture of the sensational mystery-comedy by Ralph Spence which, in its stage version, rocked Broadway for more than a year.

Charlie Murray and Fred Kelsey are co-featured in the role of Mulligan and Garrity, two detectives who hear all, see all, and know nothing. They undertake to capture the gorilla and thus solve several mysterious murders which are supposed to have been committed by him. Their extraordinary methods in effecting this capture in a spooky house on the top of a cliff furnish most of the hilarity. The comedy, however, is combined with thrills, according to First National Pictures, which made the picture. It will be seen at the Majestic Theatre, Kowloon, next Thursday.

Gorillas are notoriously dangerous. They are animals to see behind the bars of a cage, but, when there is one running loose in a house in which a murder has just been committed, it is time for action, and Murray, Kelsey, Alice Day, Tully Marshall, Claude Gillingwater, Walter Pidgeon, Gaston Glass, Brooks Benedict, Aggie Herring, and Sydney Crossley supply plenty of it.

Alfred Santell, the director, is reported to have ably handled a most difficult picture. He has carefully blended an eerie melodrama with hilarious comedy. He has kept a fast and even tempo of happenings, so that one is sitting on the edge of the seat from the opening flash to the last flicker.

For spine tickling and scalp raising thrills you are advised to see "The Gorilla."

LOST HER VOICE

The screen was supposed to be coming from Alice Day, who has the leading feminine role in "The Gorilla," were all real for the first two days of the picture's filming. After that they were merely gurgles, for she had used her voice so much that it disappeared entirely for almost a week.

GRIN GETTER

Screen Comedian Speaks for Himself

Being a comedian, whether of the stage or screen, must become an irksome task at times, and many a grin may barely hide a grimace of annoyance at making the world laugh when you are not in the mood for your job.

At least, such was our suspicion until meeting one of the most famous of screen comedians, who has made millions grow merry at his spontaneous fun-making and amusing make-up. Willard Louis completely smashed our doubts on that score, and heartily assured us that being a comedian was really a mighty pleasant job and trying it was the only way to be convinced.

Mr. Louis will appear in J. Stuart Blackton's production for Warner Bros., "The Passionate Quest," at the Majestic Theatre, next Tuesday. He portrays a hard, mercenary, rather boorish person, intent on accumulating a fortune, yet eager to include in it the beauty of a little actress whom he covets with his roving eye.

"Being funny may be more difficult for those of a naturally serious disposition, although it is unlikely that such a person would turn to comedy as his forte," he says. "But if you naturally find life easy, humorous and a comfortable sort of thing; if you are inclined to huddle over with joy and to ignore worries—then being a funny man never palls—it simply means being yourself."

"Of course, I don't mean that in real life I am always pulling 'knags,' or doing the stunts which bring a screen comedian entails. Frequently one's role demands compromise with one's own ideas of what is funny and what is slightly vulgar. Naturally, if a stunt will make audiences laugh my personal opinion will have to be sacrificed. However, if a situation is an amusing one and you play up to it, you cannot help but be funny."

"My natural reaction to life is to laugh. I am not a very serious-minded strict person. I would rather see people happy than perfect, although, if they can combine both, so much the better. Everybody's idea of the joy of life is a different one, but to me it seems a healthy acceptance of the trials and

tribulations of this world, coupled with a healthy willingness to see the pleasant, happy moments it also offers. I hold no sympathy with those "Pollyannas" who invariably find some saving bit of happiness in the midst of stark tragedy. Life may be cruel and bitter for many people. Because it is kind to me, because I don't have to worry about my weight, am happy and healthy, it seems to me all the more reason to take joy in my job of making people laugh, and I do!"

Willard Louis first won recognition with his portrayal of the Prince of Wales in "Beau Brummel," starring John Barrymore. That settled his destiny as a screen actor, and to-day he is recognised and starred in his rightful place—one of the most amusing of cinema comedians.

NOT MISSING LINKS

With the present craze for golf, especially in Hollywood, there are still two men who have never played the game, and emphatically deny they miss the links. These two are Charlie Murray and Fred Kelsey, who play the parts of Mulligan and Garrity, the demon detectives, in "The Gorilla."

PASSION I

Passion! What is it? For years the word suffered from abuse in motion pictures. It consequently degenerated in the movie mind to something connected exclusively with sex. But passion with the supreme quality that characterised the great saints, a to-day it characterises the great scientists. It is the compelling, relentless force that drives strong men and lovely women to deeds of desperate heroism, of reckless adventure. It is the seething life-blood of humanity. See "The Passionate Quest," at the Majestic Theatre, Kowloon.

The three most beautiful extra girls in Hollywood were selected from among hundreds of applicants to play the role of Aphrodite, Hera and Athena, Grecian goddesses, in "The Private Life of Helen of Troy." The girls are Alice Adair, Virginia Thomas and Helen Fairweather.

ALICE MEETS GORILLA AND AN INTRODUCTION!

Modernists claim that chaperones went out of date with formal and proper introductions, but here is one instance when a chaperone would have saved a great deal of excitement, shock and suspense.

It happened during the screening of "The Gorilla." Alice Day, who has the lone feminine role, was preparing for her screen with the gorilla himself. The scene is where he carries her from room to room of the big, spooky house, with two dumb detectives, Mulligan and Garrity, played by Charlie Murray and Fred Kelsey, in hot pursuit.

The scene had been explained to her by Alfred Santell, the director, and everything was in readiness except his majesty the gorilla.

In a Bad Mood

After some waiting word came that other scenes would have to be taken, as the gorilla was not feeling at par and in no mood to work, especially to carry a young lady hither and thither.

As this was the first time the ape man had been used, and no one in the company, including Tully Marshall, Claude Gillingwater, and Walter Pidgeon, had ever seen him, the vote was passed around that it was best to leave him alone for the time being.

This meant that another set would have to be raised, as this one, which depicted Miss Day's bedroom with a dainty bed, dressing tables, etc., was all ready, including the camera and lights set. Then the fun began.

While the other set was being arranged, Miss Day, who had been working all day, decided to rest a moment, so she lay down on the bed while the rest of the troupe scattered. She must have dozed or fallen into a light sleep, for it seemed only a few moments when something gave the bed a terrible jolt, and on waking she looked right into the face of a nine-foot, four hundred pound

gorilla. There was no one else in sight, the set was dark, and she was all alone with this strange monster. After one look, and remembering he was not supposed to be in a good mood, there was one long, loud shriek and Miss Day proceeded to faint. On coming to, there stood the whole troupe with glasses of water, smelling salts, and what not to resuscitate the lady.

No Introduction

The solution of the thing was that the gorilla had been fed, and, being in a much better mood, it was decided to put him to work. He had been led on to the set and left there, while the balance of the company was rounded up and the light and camera put back. Miss Day, sleeping on the bed, had not been noticed. The shock of meeting this gigantic animal without a formal introduction was not the most pleasant thing in the world. However, the formality over, and the set relighted, with Mr. Santell back on the job, the original scene of the carrying was enacted.

Girls, if you can think of a bigger thrill than this, try it. We can't.

"The Gorilla" is said to be one of the most thrilling and mysterious pictures you have ever seen. It embodies comedy, mystery, melodrama, and a thousand thrills.

Edward Small, the man who was responsible for "The Cohens and Kellys" and "McFadden's Flat," is the producer of "The Gorilla" for First National Pictures.

For thrills, chills, shivers and a laugh a second, you are advised not to miss this picture. The suspense is held right up to the last flicker of the final reel, when the solution of the plot is solved.

Helen of Troy, famed in song and story as the world's most beautiful woman, was a blonde as far as the screen is concerned, thus settling as far as the cinema goes, a dispute between poets and painters which has raged for many a day. Mary Corda, blonde European actress, plays Helen of Troy in First National's "The Private Life of Helen of Troy."

TO RUN LONDON!

Tale of Passionate Adventure

As a spinner of exciting yarns, E. Phillips Oppenheim is in a class by himself. He writes stories that speak for themselves in action and are, therefore, much better suited for screen adaptation than the works of more literary authors. Among his recent novels, "The Passionate Quest," stood out as almost perfect photoplay material, and it has been turned into a quite perfect picture by J. Stuart Blackton, who made the production for Warner Bros.

The leading roles are played by May McAvoy, Willard Louis, and Louise Fazenda, supported by a cast that includes Gardner James, Jane Winton, Holmes Herbert, DeWitt Jennings, Vera Lewis, Nora Cecil, and Frank Hertford.

The story tells of the attempt of a trio of people in a small village at home to conquer the London world of business, literature, and stage. It makes stimulating entertainment.

CALLER A GORILLA

Didn't Mind Till He Saw One

Charlie Murray, who is featured as one of the two famous detectives, Mulligan and Garrity, the mystery comedy melodrama which will be at the Majestic Theatre, soon, is as Irish as his name indicates. He was at one time the partner of Mack in the vaudeville team of Mack and Murray. Being Irish he has the wit and humour that goes with that nationality and tells the following story of the Irishman and a gorilla.

It seems that Pat was hailed before the local judge on the charge of assaulting and beating Mike, formerly his best friend. Mike was in a bad way. His eyes were blackened, his nose broken, and had the appearance of having gone through a rock-crusher.

On being questioned by the judge as to why Pat should attack and beat his best friend in such a manner, he replied that some ten

CINEMA STAR

Carried Off by a Gorilla

Alice Day, the dainty leading lady in the cast of "The Gorilla," First National's thrilling mystery-comedy featuring Charlie Murray, is the sister of Marceline Day, and a graduate of the comedy field. This is her first lead in a dramatic feature, for not many months ago, she was heading her own company for Mack Sennett, where she starred for almost three years.

Miss Day is the only feminine member of the cast of "The Gorilla," outside of Aggie Herring, who plays the part of the housekeeper. All the rest are either detectives, reporters, or suspected of being the gorilla himself.

In one of the scenes, she is carried from room to room of the house in the arms of a real, nine foot ape-man, and to say that wasn't a thrill would not be expressing it even mildly. However, possibly the gorilla felt the same way about it.

"The Gorilla" is known as one of the weirdest and funniest mystery comedies ever written. There are spine-tickling thrills and rib-tickling laughs, and they come so fast that it is hard to distinguish them after the first reel of film.

LAND OF MAKE BELIEVE

When the architect of the famous Paramount studios designed the buildings, he had a "prop" man complex, according to some, who witnessed the filming of "The Last Command." Paramount's latest production, starring Emil Jannings, the famous European character actor that comes to the Majestic Theatre shortly.

Several of the studios exteriors were filmed for "location" shots during the production of the film, the most notable being the filming of the interior and exterior of the administration building, which appears in the picture as being the fabulous castle of Emil Jannings.

Months previous Mike had called him a gorilla, and it was only the day before in a movie that he had seen what a gorilla looked like.

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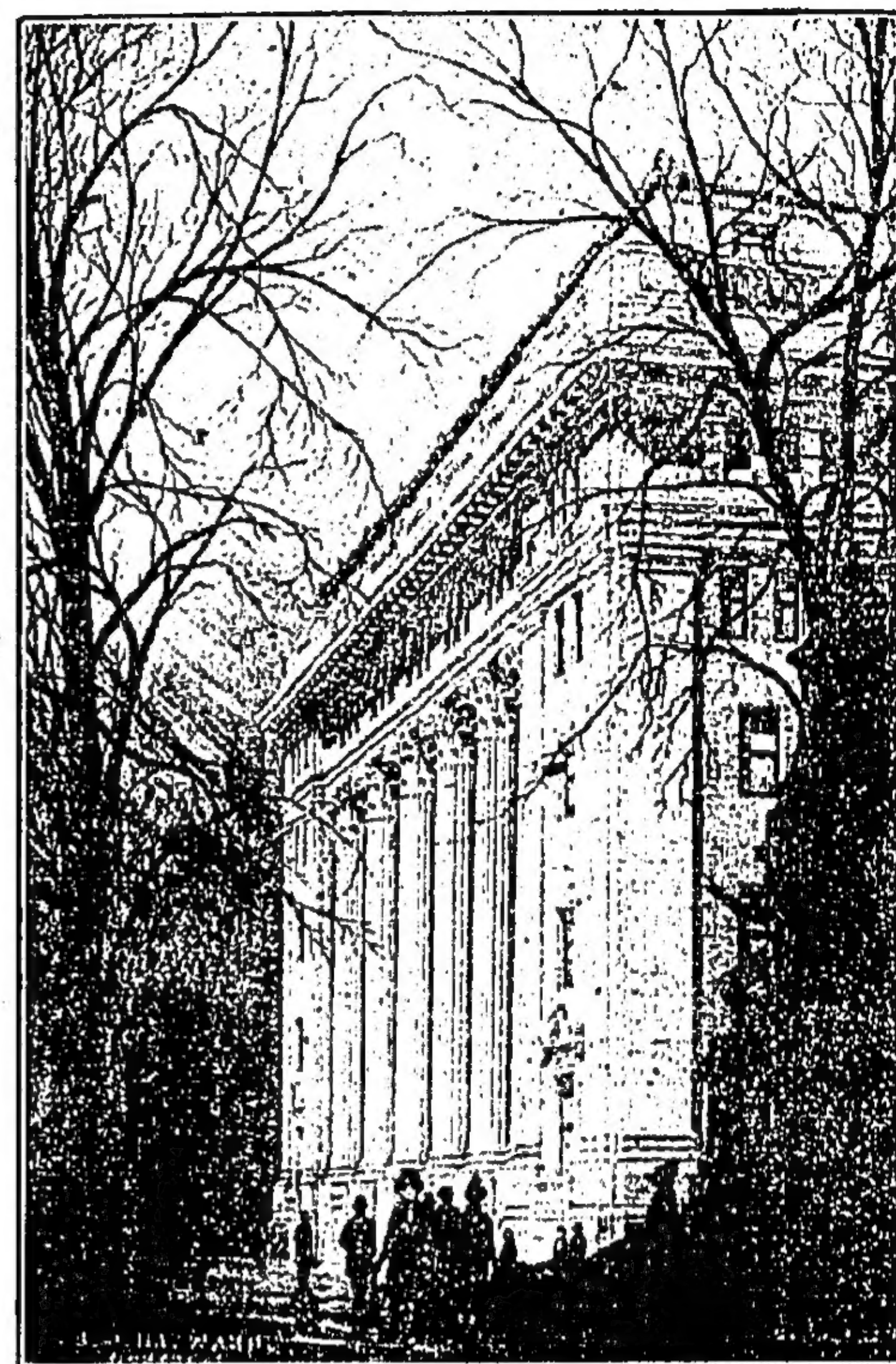
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RACING RECORDS BEATEN

Apollo Leaves the Field Standing

SITTING BULL'S DEFEAT

Mr. Encarnacao Has Run of Good Luck

Ideal weather favoured the first day of the annual racing carnival at Happy Valley, yesterday. There were big fields, and some stirring finishes, which aroused the enthusiasm of the large crowd.

The meeting was noteworthy in that two course records were beaten during the day, curiously enough in successive races. In the Foochow Cup, President Hall, ridden by Mr. Encarnacao, turned in a time of 3 minutes, 07.2/5 seconds for the 1 1/4 mile course, thus beating the previous best of 3.08.3/5, previously held jointly by Mr. G. H. Potts' Invincible King and Mr. John Peel's Local Option, and put up in 1921 and 1925 respectively.

Apollo followed this up with a record for the five furlongs of 1 minute, 11.3/5 secs., the previous best being 1.12.1/5, by Sir Paul's Coronet Dahlia in 1916.

CHINESE OWNERS' GOOD DAY

Another feature was the first defeat of Sitting Bull, who is now in his third season of racing. Last year he beat President Hall in the Champions over 1 1/4 miles, and was expected to come in first again yesterday, but the "good thing" came unstuck, and President Hall had his revenge.

Chinese owners had a good day, and won five out of the eight races. Mr. Ho Kom-long had two wins, Mr. Chan Tin-sion two also, and Messrs. Lau and Lee one. Mr. Encarnacao was the most successful jockey, coming in first on three occasions.

The Curtain-Raiser

Twenty-nine runners turned out for the curtain-raiser, the Wong-Nai-Chong Stakes, and two of the riders, Mr. L. P. Quincey (a Chinese jockey from Shanghai, who is renewing associations with Hong Kong) and Mr. L. G. Frost (a local competitor) were unseated at the start. Mr. Quincey injured his wrist but came out again and Mr. Frost also suffered no appreciable ill effect.

An outsider beat the lot here, and the dividend was again formidable in the next race, when Mr. Y. S. Chang, with a big reputation from

Shanghai, surprised the better backed ponies.

A Thrilling Finish

The favourite, King's Bounty, with Mr. V. Halmovitch up, annexed the Maidens by a short head—after a thrilling run up the straight with several others. This victory promises well for the "Dynasty" stable in the Derby on Tuesday.

Mr. Ho Kom-long, O.B.E., winner of last year's Derby, captured the "Classic" for subscription griffins (Valley Stakes) with Bridge Hall, repeating a feat he did in 1927 in his very first race as owner, with Kom Tong Hall. As was the case then, Mr. C. Encarnacao of Shanghai was the rider.

Bridge Hall paid a nice \$73.20 for a win! Mr. Encarnacao, who was in great form, "repeated the dose" in the Foochow Cup, on President Hall, which gave him his third win of the day. He rode a very well judged race here, and staved off a challenge from Sitting Bull to catch the Judge's eye in a stirring finish.

Apollo Ramps Home

Apollo on the other hand, was never extended and romped home by many lengths in the China Stakes. Fifty Fifty was one length ahead

of San Francisco to take second place.

Wiadom Stag brought home "the bacon" for Mr. Chan Tin-sion in the next race, the Hopeful Stakes, running very gamely, and hanging on to his lead in the straight to record a popular victory by three lengths from King's Colour.

In the final race, the Tientsin Stakes, Mr. Harriman, on The Ape, went away at a cracking pace, and was in the lead until almost into the straight, although being rapidly overhauled. Coming into the straight he was done with, and The Pheasant and Cream Cracker fought it out, with the first-named passing the post a length ahead. Mr. Frost, on Cream Cracker, was always well up with the leaders, but The Pheasant had a bit in hand to finish with. Incidentally, the race provided Mr. Leighton with what must be his first win on the course.

Incidentally, the winning dividend was \$49.20.

An Animated Scene His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), and party were present during the day, and the scene was a most animated and colourful one.

The many manifest improvements at the course were much appreciated by the spectators, the advantages of the new frames for names, being particularly commented upon.

Benches on the spacious lawns and other innovations were highly appreciated. The departure made by the Jockey Club in setting down one more day—making the total five—and beginning on the Saturday instead of Monday, met with commendation from racing men and punters alike. Even the Chinese crowds inside the tracks in the Race Course were drawn to the rails away from the soccer matches—and how they cheered when a Chinese jockey romped home.

The band of the 2nd Battalion the King's Own Scottish Borderers gave excellent selections during the intervals.

Details of the day's racing, are as follows:—

1.—The Wong-Nai-Chong Stakes—Winner \$750, Second \$300, Third \$200. For China Ponies, Subscription Grifins of any Season non-winners. Weight for inches as per scale. (Jockey allowance). Entrance \$5. Half a Mile.

Mogcar's Huachalo 158 lbs. (Mr. Encarnacao) 1 Dyer & Bell's Loch Fyne 155 lbs. (Mr. Heard) 2

Bellamy & Gordon's Snafell 158 lbs. (Mr. Arnold) 3

Harbot's The Jungle Book 152 lbs. (Mr. Collico) 4 Mrs. K. E. Belth's Bay Rhum 155 lbs. (Mr. Frost) 0

N. R. Bjake's Berse Akka 147 lbs. (Mr. Fischer) 0 Lo & Liang's Blue Skies 152 lbs. (Mr. Y. M. Loo) 0

Ho Kom Tong's Chess Hall 155 lbs. (Mr. T. L. Wong) 0 D. U. N. Down's Devil's Dyke 158 lbs. (Mr. Bulteel) 0

Chow & Chau's Happy Day 147 lbs. (Mr. S. Y. Liang) 0 Chan Wai-yan's Hong Kong Beau 155 lbs. (Mr. Y. S. Chang) 0

C. M. Leitao's Jade 158 lbs. (Mr. Backhouse) 0 Trier's Kum On 152 lbs. (Mr. Sewell) 0

Own's Lonesome Night 153 lbs. (Mr. Knoll) 0 Chan & Mok's Magic Caduceus 155 lbs. (Mr. Leighton) 0

Topside's Mountain Ash 155 lbs. (Mr. Stanton) 0 Weefree's Musketeer 150 lbs. (Mr. Botelho) 0

Mrs. H. S. Chan's Pagoda 155 lbs. (Mr. Harriman) 0 Mrs. Pearce's Picky 152 lbs. (Mr. Halmovitch) 0

Hynes & Mackie's Pineapple 155 lbs. (Mr. Noott) 0 Lau & Lee's Ploughman 150 lbs. (Mr. H. C. Lee) 0

Fordindud's Siamese Shop 155 lbs. (Mr. Soares) 0 Rafeek & Ruzjahn's Silver Dragon 158 lbs. (Mr. Quincey) 0

Eve's Sunrise Eve 155 lbs. (Mr. Bowling) 0 Tang Kee's The Ringer 147 lbs. (Mr. Ho Sal-man) 0

W. E. L. Shenton's The Teal 150 lbs. (Mr. Ip Kuy-ying) 0 W. E. L. Shenton's The Wigdon 155 lbs. (Mr. Da Rosa) 0

Mickels's Tights 155 lbs. (Mr. Charles) 0 Mrs. W. T. Southern's Tombola 160 lbs. (Mr. Reldy) 0

Neck: 1/2 length. Time: 1.01.3/5. Pari-mutuel:—

Places: 1st \$20.20; 2nd \$31.40; 3rd \$49.50.

2.—The Old Course Plate—Winner \$750, Second \$300, Third \$200. For China Ponies that have started in at least four Extra Meetings in Hong Kong during 1929, two of such Meetings to have been before July 1 and two subsequent to that date. Weight for inches as per scale. Winner anywhere during 1929 of

one race 7 lb., of 2 races 10 lb., of three or more races 14 lb. extra. Subscription Grifins of 1929 allowed 10 lb. (Jockey Allowance). Allowances accumulative. Entrance \$10. One Mile.

Lau & Lee's Duke of Chantilly 168 lbs. (Mr. Y. S. Chang) 1 Hau Un's Monterey Bay 168 lbs. (Mr. Da Rosa) 2 Dynasty's Young Pretender 169 lbs. (Mr. Halmovitch) 3

H. S. Chan's Chesapeake Bay 172 lbs. (Mr. Harriman) 4 W. G. Fischer's Buster 160 lbs. (Mr. Fischer) 0

Belth & Heard's Christmas Chimes 172 lbs. (Mr. Heard) 0 Harbot's City Hall 165 lbs. (Mr. Collico) 0

Ulster's Erin's Isle 165 lbs. (Mr. Backhouse) 0 N. Hashim's Sunning 165 lbs. (Mr. Charles) 0

K. H. Kay's Tarmacadam 169 lbs. (Mr. Bowling) 0 Mac's Zephyr 147 lbs. (Mr. Arnold) 0

Time: 1.30. 2/5. Winner: \$10.30. Places: 1st \$6.60; 2nd \$7.90; 3rd \$10.70.

4.—The Valley Stakes—Winner \$1,000, Second \$300, Third \$200. For Subscription Grifins of this Meeting. Weight for inches as per scale. Entrance \$10. Six Furlongs.

Ho Kom-long's Bridge Hall 158 lbs. (Mr. Encarnacao) 1 John Peel's Done Again 152 lbs. (Mr. Heard) 2

Sturt & Lobel's Tango 155 lbs. (Mr. Noott) 3 Chan Wai-yan's Shanghai Beau 155 lbs. (Mr. T. L. Wong) 4

Chon & Tse's Ah Suen 158 lbs. (Mr. Backhouse) 0 Y. T. Fang's Arabian Sea 155 lbs. (Mr. F. Q. Ying) 0

H. K. Uong's Baby Face 158 lbs. (Mr. Hill) 0 U Sz-wing's Billiards 152 lbs. (Mr. Da Rosa) 0

Tester & Abraham's Ring Boy 11. 155 lbs. (Mr. H. C. Lee) 0 Mogcar's Catalan 158 lbs. (Mr. Knoll) 0

K. P. Yu's Double Ten 155 lbs. (Mr. Y. M. Loo) 0 John's Duncie 155 lbs. (Mr. Leighton) 0

Padlock's First Key 155 lbs. (Mr. Fischer) 0 Split's Gay Torador 152 lbs. (Mr. Collico) 0

John Peel's Greyback 158 lbs. (Mr. Frost) 0 Luckyman's Iron Blood 152 lbs. (Mr. Y. S. Chang) 2

Topside's Mountain Oak 158 lbs. (Mr. Reldy) 0 K. H. Kay's Ostris 158 lbs. (Mr. Bowling) 0

J. J. Basto's Pea Shop 158 lbs. (Mr. Soares) 0 Bellamy & Gordon's Sonny Boy 155 lbs. (Mr. Harriman) 0

J. F. Macgregor's Strathroy 155 lbs. (Mr. Arnold) 0 Ramat's The Dodo 155 lbs. (Mr. Bulteel) 0

Wong Ping-shun's Thracian 155 lbs. (Mr. Charles) 0 Pearce's Tonbridge 155 lbs. (Mr. Halmovitch) 0

1 length; 3 lengths. Time: 1.33.4/5. Pari-mutuel:—

Places: 1st \$18.50; 2nd \$45.00; 3rd \$12.50.

5.—The Foochow Cup—Winner \$750, Second \$300, Third \$200. For China Ponies. Weight for inches as per scale. Ponies that have started at least three times in Hong Kong previous to this Meeting and have

never won a race and Grifins of this Meeting allowed 12 lb. (Jockey allowance). Allowances accumulative. Entrance \$10. One Mile and a Half.

Ho Kom-long's President Hall 153 lbs. (Mr. Encarnacao) 1 Mrs. Dunbar's Sitting Bull 158 lbs. (Mr. Hill) 2

John Peel's Adam 155 lbs. (Mr. Heard) 3 Yam Man's Canival Eve 161 lbs. (Mr. Da Rosa) 4

Eve's Boxing Eve 158 lbs. (Mr. Bowling) 0 Roda's Delaware Bay 140 lbs. (Mr. Y. M. Loo) 0

Eve's Grand Tattoo Eve 158 lbs. (Mr. Reldy) 0 C. M. Leitao's Ma Kau Siao 161 lbs. (Mr. Y. S. Chang) 0

Hynes & Mackie's Peppercorn 161 lbs. (Mr. Noott) 0 Lt.-Comdr. Bulteel's Samaritan 155 lbs. (Mr. Bulteel) 0

Ho Kom-long's Town Hall 158 lbs. (Mr. T. L. Wong) 0

1 1/2 lengths; 4 lengths. Time: 3.07.2/5 (Record). Pari-mutuel:—

Places: 1st \$5.90; 2nd \$5.40; 3rd \$6.40.

6.—The China Stakes—Winner \$750, Second \$300, Third \$200. For all China Ponies. Weight for inches as per scale. Entrance \$10. Five Furlongs.

Chan Tin-sion's Apollo 155 lbs. (Mr. Quincey) 1 Yam Man's Fifty Fifty 155 lbs. (Mr. Da Rosa) 2

Bennett & Cave's San Francisco 158 lbs. (Mr. Charles) 3 Eve's Misty Eve 158 lbs. (Mr. Bowling) 4

Own's Amusement Tax 152 lbs. (Mr. Backhouse) 0 Ho Kom Tong's Campbell 155 lbs. (Mr. T. L. Wong) 0

Ho Kom Tong's Imperial Hall 158 lbs. (Mr. Ho Sal-man) 0 Dynasty's King's Counsel 158 lbs. (Mr. Halmovitch) 0

K. C. Lau's Mount Elburz 155 lbs. (Mr. Y. S. Chang) 0 W. T. Stanton's November 158 lbs. (Mr. Stanton) 0

N. Hashim's Orange William 161 lbs. (Mr. S. Y. Liang) 0 Many lengths: 1 length. Time: 1.11.0/5 (A Record). Pari-mutuel:—

Places: 1st \$10.10; 2nd \$10.70; 3rd \$11.50.

(Continued on Page 11.)

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Rest Houses
in Colony

One of the chief attractions of Malaya is the certainty that, to whatever part of the country your steps (or wheels) may lead you, you will find a Rest House at the end of the journey. Hot, tired, and covered with dust and the bites of insects, there seems hardly anything more delicious than a long drink under the verandah in some jungle outpost, followed by a refreshing plunge into the tub. Indeed, in spite of the sometimes eccentric entries in the Complaints Book, set down by fastidious persons whom nothing can content, the Rest House may be considered to be a god-send to all who inhabit Malaya. As is only to be expected in a country not yet fully developed, the comforts and equipment of these wayside caravansaries vary not a little. No one with any sense of values expects to find the luxuries of an up-to-date hotel on the fringe of a mangrove swamp, yet often he may chance upon a Rest House that leaves little to be desired in the way of provision for bodily rest and refreshment.

At Raub, for instance, a small town in the Government of Malaya, the Government has lately erected a new building of stone and concrete, which is a quite unusual refinement for the country. The older Rest Houses, nevertheless, have a distinct charm which amply compensates for dingy bedrooms and rotting floorboards. One of the most picturesque of these older buildings is the Rest House at Kuala Selangor, set high upon a hill, overlooking a vast sea of pale green mangrove forest, the haunt of wild pig and deer. One is awakened after a refreshing sleep by the chattering of innumerable monkeys gambolling in the trees outside one's window, and a boy brings tea with pupia, pomelo and other luscious fruits.

Another Rest House of captivating charm, on account of its romantic setting, is to be found at Jeram, nine miles from Kuala Selangor. It is a primitive, tumble-down wooden structure, whose worn stone steps are washed by every tide. On either side it is flanked by tall coconut palms in full bear-

ing, and few things in life can be more enjoyable than to lounge in a creaky deck chair on the verandah, looking across the sparkling Straits of Malacca to the tiny island of Pulau Angsa, seven miles out.

To the visitor A Blemish from Malaya the Here

Kong and the New Territories is a distinct blemish upon an otherwise interesting countryside. The Chinese villages, with their walled granaries and occasional pagodas, have a quaint charm for those whose eyes have feasted only upon the dark seas of jungle and towering mountains clothed from base to peak with gigantic, primeval trees. Yet those who spend their leisure hours in motoring or walking through the New Territories, must bemoan the unfortunate lack of places in which they might rest and obtain refreshment. It is true that Messrs. Lane, Crawford have to some extent catered to this need by establishing a wayside house at Castle Peak, but, one may justly object, he does not wish to be limited in his peregrinations to Castle Peak. If this firm or some other enterprising concern would establish a number of Rest Houses at various parts of the New Territories, say at Tai Po, Sai Kung, and Shum Chun, there is every reason to believe that it would be welcomed by and receive the support of many persons who like to spend their week-ends in the open air.

Hint For New Government action

It is a matter, however, rather than for private enterprise, and we should like to see the new Governor inaugurate a scheme to subsidise the erection of Rest Houses in the Colony. It may be pleaded that they are not a necessity, and that their erection would be a waste of public money; but when one considers how large sums are expended each year in this Colony on matters that are really of no import, one cannot, surely, begrudge the very modest amount that would be required to give pleasure and rest to the hardworking residents of Hong Kong?

Plagiarising a writer in a Straits paper the question may be asked: What does life in Hong Kong

mean to the average woman? One continual stream of social engagements, entertaining and being entertained by people for whom she cares nothing. A dinner party in this house, a bridge party in that, a palpit party in the next, so it goes on incessantly. The same people meet each other at these gatherings day after day, and life seems to revolve in an overhanging circle. These people who entertain and are entertained by you care nothing for you personally. If for any reason, want of money, or from pure boredom, you drop out of the magic circle for an instant, your place is soon filled by someone better off or more interesting, and you are forgotten and life continues as usual. One often wonders if any of these people ever pause to think where it all leads to; what use or profit there is in a life of empty pleasure. In an overhanging society like that of Hong Kong, where people are always "moving on," perhaps it is difficult to form any real friendships.

Life's Most Precious Gift

Friendship in the East is less sincere than it is at Home, because life in this Colony is so artificial. Perhaps it has to be so, for, as the fair writer whose plumes we have borrowed puts it, we have countless acquaintances who are for ever changing. We meet people in our social life at Clubs, parties, and dances. Conversation is light and impersonal—and how can it be otherwise? Perhaps it is the lack of home life, the absence of anything serious or worth while that tends to make our so-called friends mean so little to us. Again, friendships between men and women are so often misunderstood, more especially in this Colony, where everyone knows everyone else, and our doings are criticised and discussed. The great Disraeli once said "Female friendships are of rapid growth." So life continues in this land of adoption and we must take it as it comes, even if at times the shallowness of it all appals us. Never should we lose sight of the fact that friendship is one of life's most rare and precious gifts, and if we discover in all the artificial and social whirl one friend who is true, surely life has not been in vain and we have gained something essentially worth while.

SUNDAY SALLIES.

Sensational story: "Seizure of arms"—at a local dance.

"China's Worst Foe"—In our kitchen it's the wash-amah.

There are "Dyehards" even amongst the Kowloon flappers.

Many a man who marries is consigned to a condemned cell.

Prisoners at the Criminal Sessions have often a trying time.

Many local patrons of the turf will feel quite spent to-day.

Wine Trade Note from Home: This is the month of Fee-brewery.

The new Hong Kong Flying Club seems to be flying high stakes.

The higher price for "smokes" has caused no abatement of the smoke nuisance.

Seizure of fire "arms" in Wanchai.—A loud spoken wife lifted up a still poker.

Those American tourists were greatly interested in the cattle pens for the buses at Kowloon Point.

The only M.P. who could roll a cigarette has given up smoking.—Thus the tone of politics sinks lower and lower.

The patrons of the Seamen's Institute don't care a rap for a taxi—they're quite content with their new Brougham.

"William Fox presents 'Four Sons'" says an advertisement.—Surely too costly a present to be accepted nowadays by anyone in Hong Kong.

Some doting parents are still striving in vain for the King's Mounty!

The best tips yesterday came from a billiard table.

Is it better to have betted and lost than never to have betted at all?

The Hatry Case.—A Daniels came to judgment. Yes, and he got seven years.

The Police would like to make a clean sweep of all profiteers in rice sweeps.

There is no cork in cork legs.—The name comes from Dr. Cork, the inventor.

"Lost, stolen, or strayed": A "pony" put on a pony at Happy Valley yesterday.

Carriers, it appears, is only 6ft. 6in.—That brings him just about into our own class.

Nero did not fiddle when Rome burned.—He was fifty miles away at the time, and the fiddle had not then been invented.

A "soccer" referee recently had a narrow escape in a car collision.—Football fans will object to motorists poaching like this on their preserve.

Some women have too little humour to appreciate Burns, it is said. Burns always appreciated women.—The inference is too obvious to be stated.

A new two-engined aeroplane that can fly, turn, and climb while one engine is out, but was tested at Home recently.—It is to be hoped that the only thing it cannot do now is—fall.

Lindbergh was the 67th man to make a non-stop flight across the Atlantic.—Before he crossed Alder and Brown did so; also the R-14 (crew of 31) and the German airship (crew of 88).

A good example of "misspent" youth was seen at the Races.

Like some people we know—after the first day of the Races—February is on its last legs.

There ought to be a strain on Lazarus's resources after the great strain of watching five days' races.

With a Hong Kong high official going to Malaya and a Malayan Civil Servant coming here, we can now cry "Peels."

Fish frying is reported to reach a very high standard in Glasgow.—Their chips apparently are nearly as famous as their ships.

A few more weeks and thousands of golfers will be getting in that full swing with the new steel-shafted clubs.—The whirl of steel.

"Dundee Girl Fools Aberdeenian," says a headline.—This is the sort of thing that leads people to say that you can never believe what the papers tell you.

Magistrate (at a city Court)—Thirty days' imprisonment. Prisoner—Thirty days! Ah! well. I hope you are in heaven before I come out.

"Where does the money we pay in taxes go?" asks one paper.—Most people are not so much concerned where it goes as where it is going to come from.

Lifting the right elbow too much, it is said, is the cause of most bad golf.—This glaring fault is, of course, to be noticed more than anywhere else on the nineteenth hole.

A send for statistics maintains that nearly five million people in America can neither read nor write.—It is pleasant to think that in these modern days most of them will be able to earn a living quite easily by composing jazz songs.

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HONG KONG, SUNDAY, FEBRUARY 23, 1930.

Unwelcome Note of Pessimism

NOT only in Hong Kong and the Far East in general, but right throughout the world of banking and commerce, the annual speech of the Chairman of the Hong Kong and Shanghai Banking Corporation is anticipated with keen interest. As a doctor diagnoses an illness, defines the symptoms, traces the causation, and prescribes a remedy, so does the Chairman of the "Bank" place his finger on the pulse of commerce and analyses with a critical and experienced eye all that has been a help or a hindrance in the preceding twelve months and all that may be helpful or otherwise in the immediate future.

It is most unfortunate that the major note struck in the review at yesterday's yearly meeting of shareholders was one of extreme pessimism, with scarcely the suggestion of a silver lining somewhere on the horizon to lighten the gloom. Pessimism may be not altogether bad in season, although there are those who would prefer moderate conservatism, which is, after all, but a twin sister of pessimism. Be that as it may, plain speaking, even though unpalatable, is calculated in the long run to react more favourably than mere honeyed words without little justification therefor.

First and foremost, the currency difficulties receive, as was only to be expected, special attention, but no palliative is suggested for the existing unsatisfactory state of affairs. In fact, just the opposite note was struck when it was stated that "with conditions as they are in China one looks in vain for any probable source of a consumptive demand of sufficient strength and endurance to effect an appreciable recovery in prices." In addition to the Colony's currency difficulties, it was noted that we have suffered the inevitable reaction of civil war in the two Kwang provinces and other parts of China. A series of important counter movements threatened the stability of the Nanking Government and the peace and security of the population. These repeated uprisings absorbed most of the country's energies. A year ago, as the Chairman yesterday pointed out, it was at least possible to hope that the Nationalist victory had done away with the old disruptive forces which kept China in turmoil. The events of the last twelve months proved that hope to be vain and the Chairman of the Bank, in common with the large majority of observers of Chinese politics, fears that we must now recognize ourselves to a slower and less dramatic cure of China's domestic ills.

As the head of the greatest banking institution in the Orient the Chairman of yesterday's meeting passed some very pertinent observations on the controversial subject of extraterritoriality, which, it is hoped, will sink into the minds of those of China's present-day leaders who fondly imagine that extraterritoriality can be swept away by one stroke of the pen merely because the Nanking Government chooses its own moment for its abolition. "Its abrupt termination," says the Chairman of the Bank, "would seriously imperil the existence of institutions such as the Bank and would be an act of the gravest injustice." There must be adequate safeguards even for gradual abolition. Until a vast improvement takes place in the direction of peace and orderly government in China "it would be certainly premature, and not improbably disastrous in the fullest sense of the word, to place foreign businesses under the sovereign control of local Chinese officials." These are weighty words that cannot be idly ignored by China's leaders any more than they can be passed over by the British Foreign Office.

HONG KONG FAIRY STORIES

Every punter won tons of money at the Races yesterday.

The Chinese detective who had his pocket-picked of a fountain pen is quite happy about it.

Race tipsters will this week be compelled by a special Ordinance dated 1840 to buck their own tips.

The Talpo Burgomaster is stated to be the first person slated for a crack at that recent \$1,000 vote for Certificates of Honour.

The first non-Welshman spelling and pronunciation Cynddelin Dewi Sant correctly will be made a life member of St. David's Society.

ACKNOWLEDGMENT

Mrs. F. C. Young desires to thank her friends for all the kindness shown during the illness of her husband and for their sympathy in her bereavement.

SIR W. PEEL

Commenting on the appointment of Sir William Peel to be Governor of Hong Kong the Malay Mail says that, whilst Malaya will congratulate Sir William on his well-deserved promotion we have also to deplore the loss of the valuable services of a second widely experienced Civil Servant of sound administrative ability within a few days. Both Sir William Peel and Mr. A. F. Richards have worked hard and brilliantly for Malaya and their transfer to Hong Kong and British North Borneo, respectively, involves the loss to this country of the fruits of wide and ripe experience in the solution of its peculiar administrative problems.

Sir William, an outline of whose career occupies almost two pages of the Malaysian Civil List, came to Malaya nearly 33 years ago. He became a passed Cadet two years later and served in many appointments in the Colony and F.M.S., being promoted to Class IV in 1908, Class III in 1912 and Class II in 1919. He did yeoman service in 1919 as Food Controller for Malaya and his services later as Chairman of the European Unemployment Committee will always be gratefully remembered. In 1922 Sir William came to the F.M.S. as Controller of Labour, his subsequent appointments being as acting British Adviser to the Kedah Government (confirmed in 1922), acting Resident Councillor, Penang (confirmed, July, 1925), and acting Chief Secretary to Government, F.M.S. (confirmed, June 9, 1926). In 1927 Sir William was appointed to administer the Government of the Straits Settlements and to be High Commissioner for the Malay States, subsequently resuming his substantive appointment as Chief Secretary, F.M.S.

Sir William and Lady Peel left for London on special leave to-ward the close of last year. Their numerous friends throughout the Peninsula will join with us in wishing them all happiness and success in Hong Kong, and in regretting their departure from Malaya.

GAMBLING FEVER

Home papers to hand give great prominence to the Hatry Case. As for the severity of a sentence of fourteen years (which will probably be less), such sentences and still heavier are passed without remark upon unfortunate creatures who have never had a chance in life to be anything but the brutes they are. These latter have been guilty of crimes of robbery or violence which in many cases sprang naturally out of their miserable circumstances. Why should we think nothing of sending to jail for long periods an insignificant criminal who has struck a blow in drunken anger and yet waste sympathy on one who may have reined thousands by a course of deliberate fraud to pile up riches for himself?

So far as Hatry and his associates are concerned, no more need be said except that it is to be hoped that their sentences will act as a deterrent to others who may be tempted to pursue similar courses. There are, however, wider questions which have been opened up by this case and its attendant circumstances. It has not been shown that Hatry's crime was in any way due to the system under which the community's financial affairs are handled. On the contrary, it was a direct and gross breach of that system and of the code of honour which is essential to it.

But reflections are inevitable upon various attendant conditions, such as the gambling fever which ended in a slump, and which was participated in or connived at by too many whose positions should have led them to discourage it more actively than they did. The Stock Exchanges, for example, should see to it that the privilege of dealing in new shares is not abused. The public authorities should be more efficient in insisting on the presentation of company accounts within the time limit: there should be a better inspection of share registers, and some check upon the system of dealing in shares through nominees.

These matters, and others which will readily occur to those familiar with Stock Exchange and company promotion business in Hong Kong, have little if anything to do with Hatry's crime; they have a good deal to do with the general conditions under which such crimes become the outstanding landmarks in a history of more or less dishonest transactions and financial failures.

News in Brief

The return of notifiable diseases for the 24 hours ended at midnight on Friday shows two cases of typhoid, two of smallpox, and one of diphtheria, all Chinese.

An enjoyable the dansant was held at the premises of the Russian Cultural Association, Kowloon, yesterday afternoon, about 30 members and guests being present.

Sentence of ten months' hard labour was given to a Chinese at the Kowloon Magistracy this morning, on his admission of returning before his banishment term of 10 years from May 1928 had concluded.

A Chinese, who was arrested near the Kwong Wah Hospital by a coolie of the Steam Laundry for stealing some clothing from a vacant piece of ground, was before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday fined \$10, with the alternative of 14 days' hard labour.

A lecture entitled "Some Remarkable Inventions" will be given by Professor C. A. Middleton Smith, M.Sc., M.I.Mech.E., etc., on Thursday, February 27, at 8.45 p.m. in Room "K" of the University. The lecture will be of a popular nature and illustrated. It will be held under the auspices of the University Engineering Society and the general public are invited to attend.

TAIPO TOPICS

[From the United Press Staff Correspondent at the Front.]

The Burgomaster informed the meeting that the investigation Department had handed in the following description of the feather 'egged' Winter mosquito, which had been troubling them so much lately.

The rough-legged mosquito differs from the common mosquito in having the tarsal covered with feathers down to the toes. It measures about 21 millimetres in length, with a wide spread of wings. The plumage of the upper part of the neck and body is of a dark brown colour; the throat are greyish brown, while the tail is of a pale brown shade with black and white transverse bars. The back is short and stout, compressed on the sides, and the margin of the upper mandible sinuated. The female lays from three to four eggs, larger than that of the domestic duck, and of a bluish shade spotted with rusty brown. The nest is built usually on a ledge of rock in a cleft of the hill at the back of the Station. The flight of this mosquito is graceful and majestic; it soars to a great height, and moves in the air in circles like the golden eagle. It possesses a highly developed parental instinct, and is said to attend to the nursing of its young for a longer period than most predatory birds. It is, of course, purely carnivorous in its habits. It is an irregular winter visitor to Talpo, a bird of passage on its way to and from its old original breeding haunts in Hong Kong. A few pass the Winter at Talpo in the Anopheles Maternity Home, and it is these few which have recently gnawed chunks off anatomy of those who dared to stay outside his mosquito curtain after dark.

The Talpo District Council's legal adviser stated that he had entered a noli prosequi to the charge inaugurated by the Society for Prevention of Cruelty to Animals against the person who put a little fuel oil in his parrot's drinking water because he had a hunch that the said water was the breeding place of the mosquitoes which had perched on the gas burner and put the light out.

The lecture delivered by the D.M.S.S. at the Helena May Institute and the information conveyed to members of the Unsanitary Board as to the forthcoming arrival of two Malariaologists on Tuesday last has caused the management of the Anopheles Maternity Home to take a very serious view of the case, and they intend writing to the Government on the other side of the ditch requesting the latter's most sympathetic consideration to all appeals which may be made by the unsophisticated villagers for the non-removal of the Home.

The Clerk, with head bowed down in the awkward state that a printed notice had been received from an anonymous source describing the Burgomaster as an anti-mosquito crank and that the sender's stenographer, being a lady, could not take it down as a letter; the sender, being a gentleman, could not write it; but that the Burgomaster, being neither, would realise what was thought of him by many.



The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

10 a.m.—Morning Service relayed from St. Joseph's Church:

- 1.—Holy Mass:
 - (a) Kyrie.
 - (b) Sermon: "The Soul in Doubt," by Rev. Father Gallagher, S.J.
 - (c) Offertory.
 - (d) Sanctus, Benedictus and Agnus Dei.
 - (e) Post-Communion.

2.—Benediction of the Blessed Sacrament.

- (a) Salutaris.
- (b) Tantum Ergo.
- (c) Adoremus.

11 a.m.—Chinese Programme.

1.48 p.m.—Weather Report.

9.10.50 p.m.—Programme of Victor Records by courtesy of Messrs. Tang Fook Piano Company.

"In Springtime"—Overture.

Chicago Symphony Orch.

"La Partida (The Departure)"

(B. Blason—F. M. Alvarez).

"El Canto del Presidiario (The Convict's Song)"

Emilio De Gogorza.

"Fantasia" (Mozart).

Dr. Harold Darke.

Rheingold—Abendlich Strahl

Der Sonne Auge" (Wagner).

Friedrich Schorr.

"Pastoral Symphony" (Handel).

1. "How Lovely are the Messengers."

2 See the Conquering Hero Comes".

Victor Concert Orch.

"Valse Brillante"

(Chopin, Op. 18).

"Valse Caprice" (Rubinstein).

Ignace Jan Paderewski.

"Festival Te Deum"

(Dudley Buck) . Trinity Choir.

"Kreutzer Sonata" (Sonata No. 9

in A Major), Beethoven,

Op. 47) . Isolda Merges-Arthur

De Greef.

10.30 p.m.—Close Down.

FOOTBALL

(Continued from Page 4.)

Somersets: Vorrier; Niel, Fothergill; Savigar, Mead, Chislett; Palmer, Guest, Denmead, Legg, Ewert.

Chinese "B": Fang Hing-tang; Ho Kiu-hong, Tang Chong-pak; Ng Wu-hing, Tang Kwong-wing, Wong Wing-lui; Chan Hong-tung; Shiu Kun-choi, Shiu Tang-lu, Choi Wai-hung, Chee Shiu-tung.

Chinese Goal Bombarded

The Somersets won the toss with Chinese "B" facing the sun. Mid-field play was the order for some few minutes. The ball was travelling from end to end in a ding dong style. Chinese "B" made a break away and run towards the "Sots" goal, but the ball was cleared. Palmer, receiving the ball from this clearance, broke away and passed to Guest, who took a shot at goal, but Fang Hing-tang saved at the expense of a corner. After the corner, which was fruitless, the ball was cleared, but the "Sots" soon gained possession and bombarded Fang Hing-tang, who dived and brought off a remarkable save from Guest.

Play was quickly transferred to the "Sots" half, where exciting play in front of the "Sots" goal finally ended by Niel clearing. When play had been in progress for twenty minutes Palmer received the ball, putting in a centre to Denmead, who opened the "Sots" account. Mid-field play continued for a time until Chislett passed to Denmead, who scored the second goal seven minutes before the whistle for half time.

Half-time score: Somersets 2, Chinese "B" 0.

Goalkeeper's Bad Luck

On resumption of play the "Sots" forced the play into the Chinese "B" goal area but Wong Wing-lui cleared. Denmead receiving the ball from a throw-in passed to Palmer, who ran from near the half way line to score the third goal. Play was mid-field until the "Sots" received a free kick for a foul throw. From this they forced a corner, Fang Hing-tang saving at the expense of another corner. Palmer taking the flag kick, placed the ball in the goalmouth, the ball bursting in the air, being caught by Fang Hing-tang, who, on being rushed by the forwards of the "Sots", threw the ball into the net, the referee awarding a goal. The "Sots" were still pressing when the final whistle went for time.

Result: Somersets 4, Chinese "B" 0.

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for
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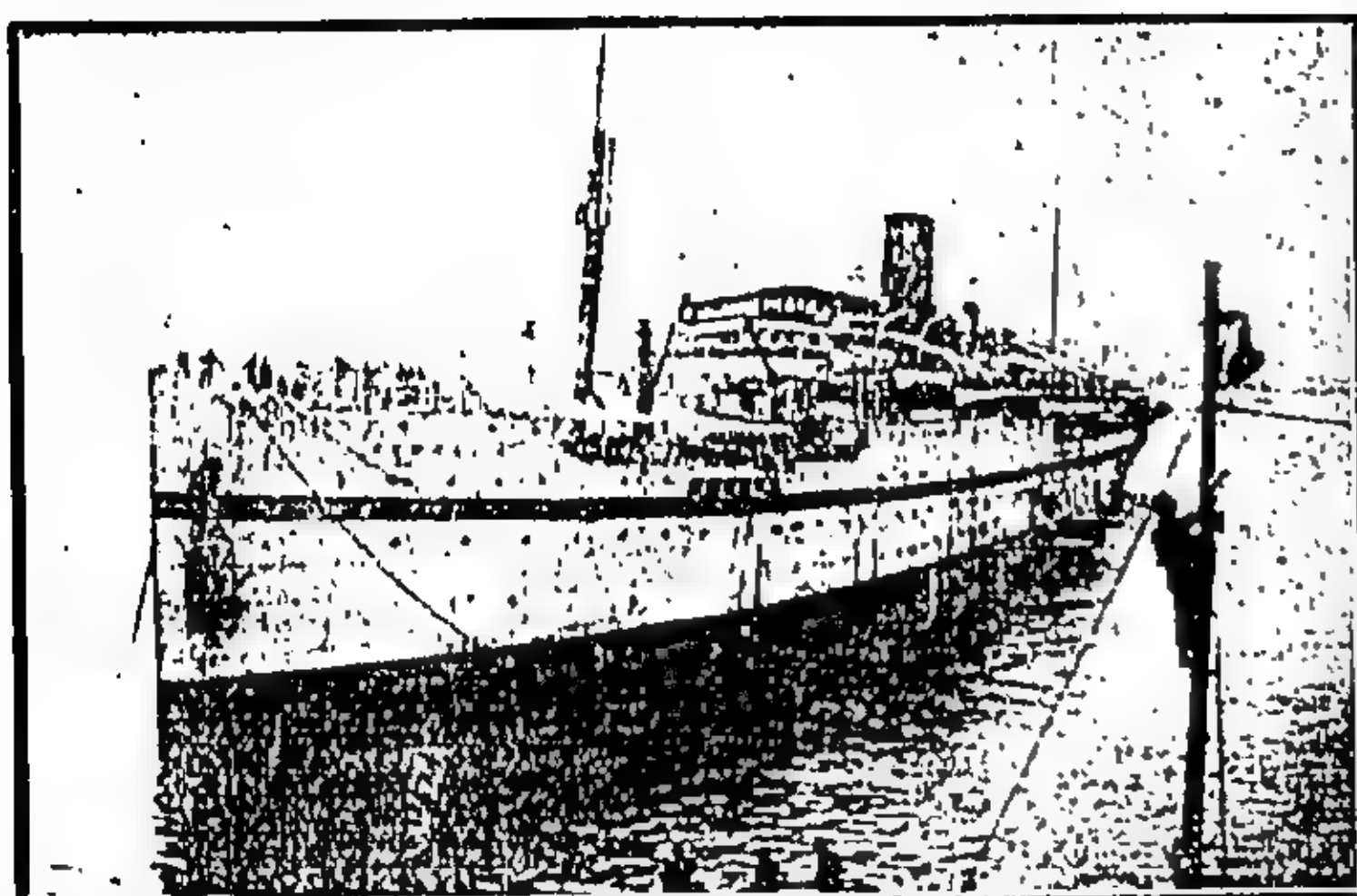
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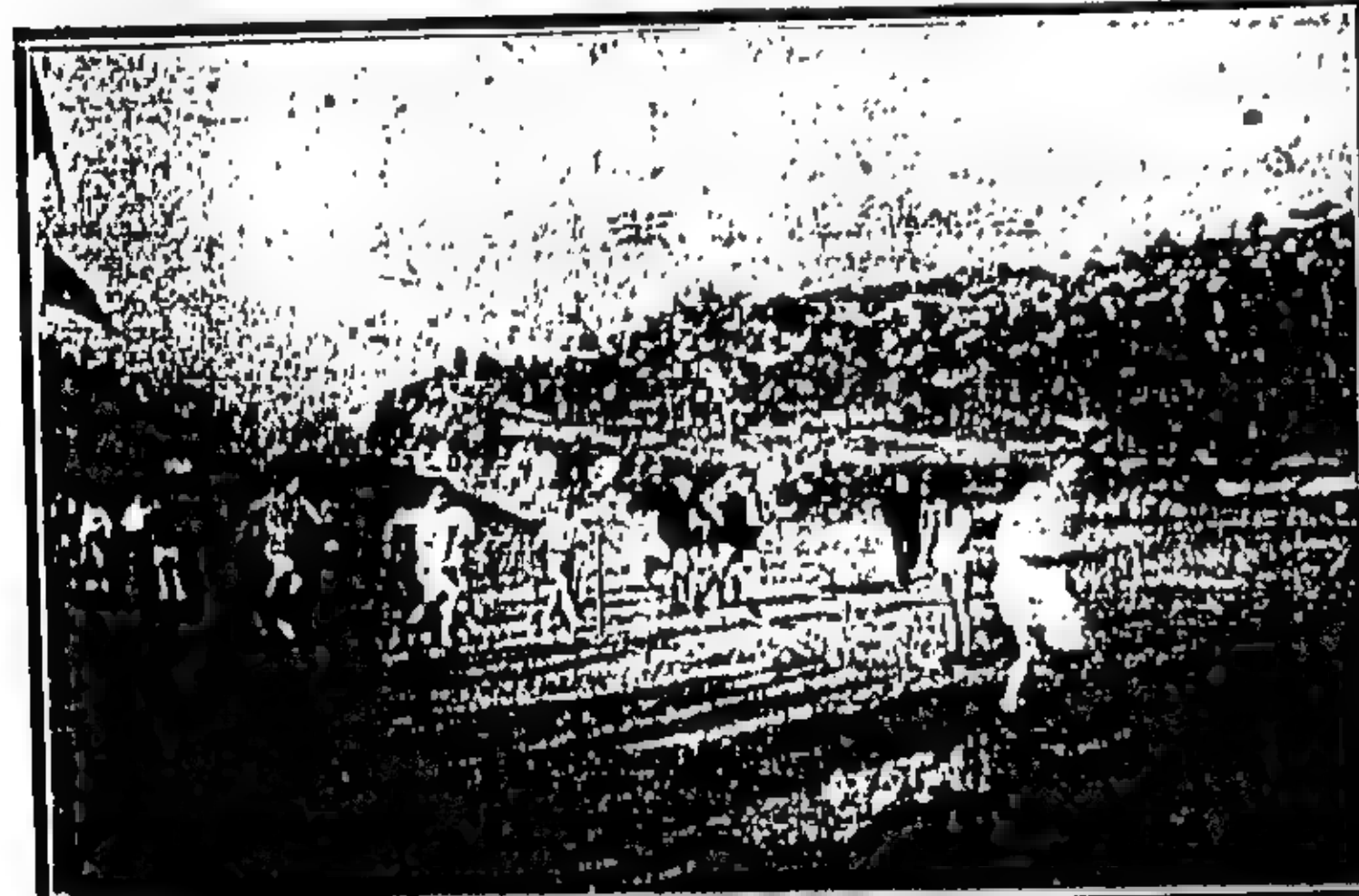
TROOPSHIP NEURALIA.—The troopship Neuralla, which left Hong Kong last week, with several units from the Hong Kong forces for Shanghai.



AN EASY TASK.—The start of the ladies' needle race at the China Light and Power Co.'s At Home on Sunday.—(K. Fujiyama).



SOVIET AMBASSADOR.—M. Sokolnikoff, the new Soviet Ambassador to the Court of St. James's, presents his credentials to H.R.H. the Prince of Wales—who acted on behalf of H.M. the King—at St. James's Palace, London. M. Sokolnikoff leaving the Hans Crescent Hotel for St. James's Palace.—(Sport and General).



THE SENIOR MILE.—Greenberg winning the Senior mile race at the Central British School's annual sports at King's Park. Phillips came second and Aris third.



CHESS PLAYERS IN CONGRESS.—The opening of the Hastings and St. Leonards Chess Club's tenth annual congress at the Town Hall, Hastings, Sussex.—(Sport and General).



STUDENTS' DANCE.—A group of young students of both sexes who attended the St. John's Hostel concert and dance at the University of Hong Kong on Saturday.



THE EXTRATERRITORIAL COMMISSION, who were appointed by the National Government to discuss and consider at Nanking the abolition of extraterritorial rights. Front row, left to right: Mr. Chu Li-he (Vice-Minister of Justice), Dr. Chang Kuo-hui (Counsellor of Judicial Yuan), Mr. Chow Lung-kung (Director, Ministry of Foreign Affairs), Dr. Wei Tao-min (Minister of Justice and Chairman of the Commission), Mr. Hsu Moh (Director, Foreign Affairs Ministry), Mr. Chang Ngo-hua (Vice-Minister of Foreign Affairs), Mr. Hsu Yuan (ex-Commissioner for Foreign Affairs, Shanghai). In the extreme rear (centre) are Dr. Chien Tai and Dr. Wu Kung-wu (Counsellors of Judicial Yuan), and Dr. Wetsen Hsu (President, Shanghai Provisional Court).



THE "MAIZE".—A difficult but amusing feature of the obstacle race at the Central British School's annual sports on Saturday.



BACK RACE.—Spectators at the Central British School's annual sports on Saturday took great interest in the Sack race, here shown in progress.



MR. JAMES MAXTON.—The Labour M.P. for the Bridgeton Division of Glasgow since 1922.—(Sport and General).



TRAINING THEM YOUNG.—Schoolboys from the London County Council School at Walworth, made a boxing round film at Messrs. Pathé's Sound Studio, on how boxing is taught. Two young schoolboys having a bout watched by an interested crowd.—(Sport and General).



DUKE ENGAGED.—The engagement is announced of the Duke of Westminster, who is 50 years of age, to Miss Loelia Mary Ponsonby, daughter of Sir Frederick Ponsonby, Treasurer to the King and Keeper of the Privy Purse.—(Sport and General).



MISS LOELIA MARY PONSONBY, daughter of Sir Frederick Ponsonby, Treasurer to the King and Keeper of the Privy Purse, reported to be engaged to the Duke of Westminster.—(Sport and General).

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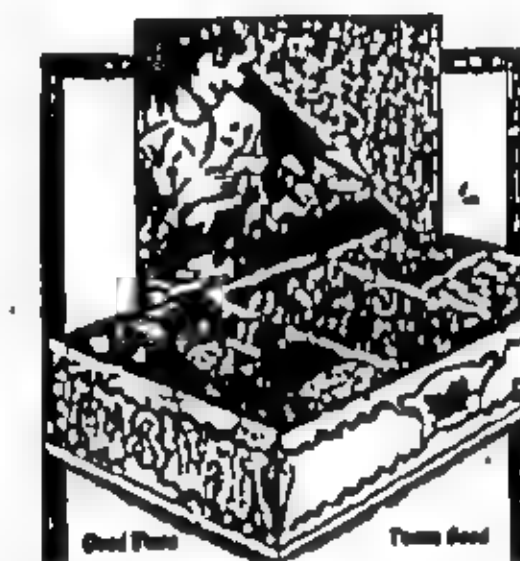
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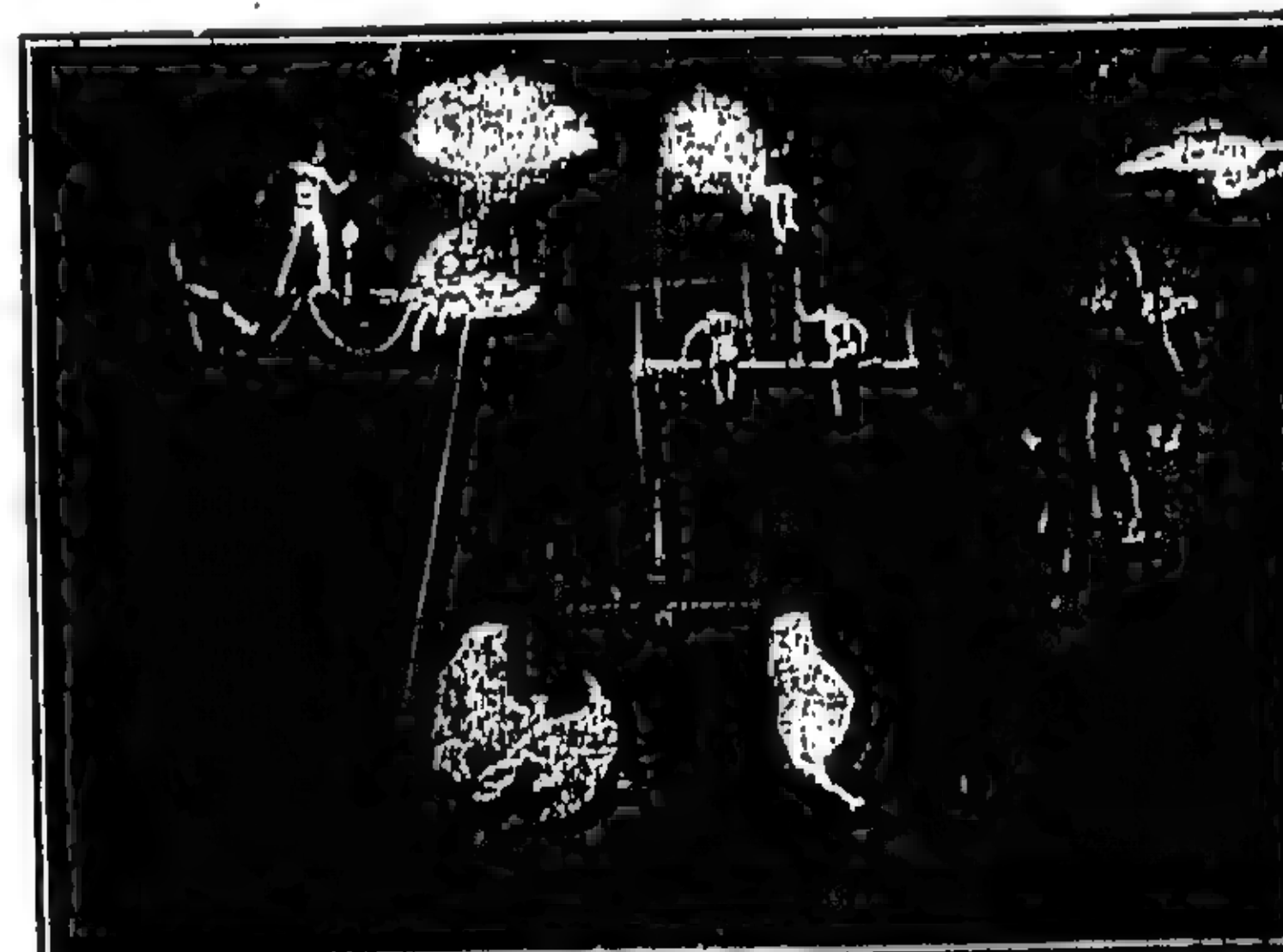
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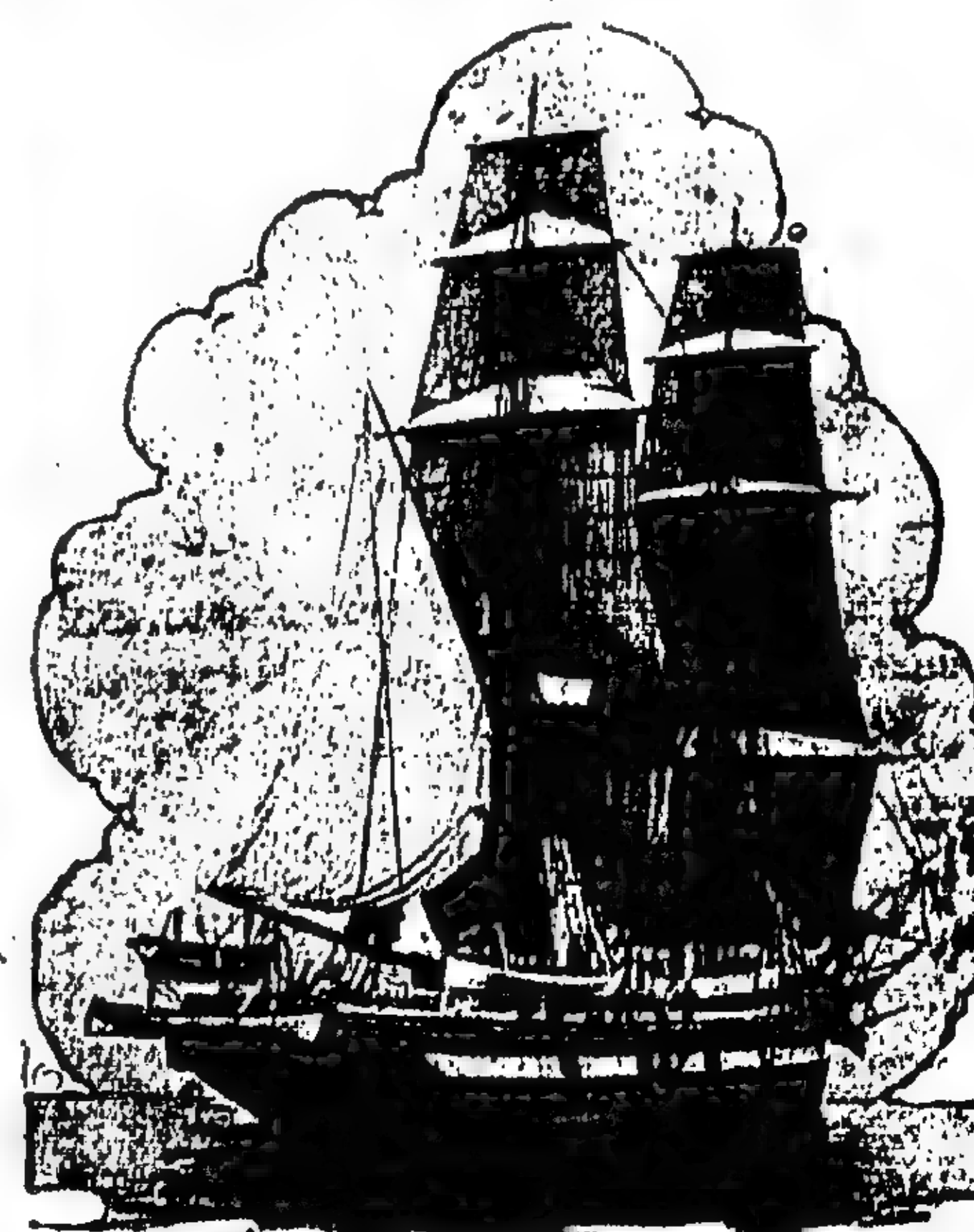


A box of chocolates, or a pound of candy or toffee is always welcome in the house. See you go to the :—

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OLYMPIA CIRCUS.—The opening performance of the great wonder circus at Olympia, London, organised by Mr. Bertram Mills, of coaching fame. A trapeze act over the ring.—(Sport and General).



THE FRIGATE CONSTITUTION, familiarly known as "Old Ironsides," now in dry dock at the Boston Navy Yard, is again in distress. Funds collected from many sources to repair her are running low. Congress has been petitioned by Representative John J. Noylan, of New York, for \$300,000 to complete the job.

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The Woman's Page



FOR A HOT DISH

Mince some steak, and mix with half its weight of breadcrumbs and a quarter of shredded suet. Mince a small onion and add it, with some chopped mint, pepper and salt. Bind with a beaten egg and make into balls, using enough flour to bind. Put into a covered jar and let it cook in a saucepan of boiling water for two hours and a half. Serve with a good gravy and potatoes baked in their jackets.

To Suit the Hair



The graceful sweep at the back of this hat is designed to conform with the new hair dressing fashion.—By Roslaw, London.

EVENING HATS

For the evening hat, foreheads and eyes are left to face the light, though hats have a side tilt. The "halo" hat, which has been noted at various weddings and receptions, is well worn in lace, satin, velvet, felt, and fur. Cheneille caps with short net veils are also featured.

The tilt "backwards" gets more pronounced, and all such shapes seem to fit snugly at the back. Certainly the turban (larger and more becoming) variety, and the "gloche" for sports and sun-hats, are helpful for the moment. Some of the new tweed berets are interesting—one sees them worn by the smart traveller and worn well with tweed ensembles. The usual trimming is a bow of felt or of tweed, but the felt will be the choice itself; it is so softly woven that it

PATCHWORK HANDBAGS

Have you ever thought of making a patchwork handbag? I was looking over some pretty brocade bags the other day when I met a friend who was on the same errand. She was (says a Home writer) one of those people who never by any chance seem to know exactly what they want; she complained among other things of the difficulty of getting a bag to match all her dresses.

Trying to be helpful, I suggested her purchasing a neutral shaded bag, but this, she said, would be too dull. Leather, she said, would be too heavy, and so on, through the whole range of handbags.

Then the shop assistant brought out what she called a "patchwork bag," it was made of all kinds of scraps of material, and was gathered into the ordinary metal top of the orthodox handbag.

The materials used in this case were triangular pieces of tweed and velvet in several shades, and really looked most effective.

These bags are quite simple to make at home, and it is a good way of utilising the odd scraps from the sewing basket. The only thing to be careful of is the correct blending of the right materials, say pieces of suede and tweed for day wear; velvet and satin for evening.

is easily manipulated as the softest of silken fabrics.

For the sports "ensembles" there are also many of the new and marvellously draped tweed turbans. The fabric and the way in which they are fashioned show both the skill of the artist and the purpose of the model. For example, a similar creation may be in felt or of tweed, but the felt will be the choice for more ceremonial functions. In such instances the fur collar must be taken into consideration, whereas the tweed will probably be an easier affair, for it may have its matching scarf.

Back to Style of Long Ago



The time has come when the watches will again be worn in the style of long ago, clasped to the side of the blouse with a fancy pin. Delicate displays this way of wearing the feminine time piece.

"Best Dressed Woman"



Lady Victor Warrender is considered one of the most beautiful women in the British peerage. In addition to holding the title of "Best-Dressed Woman in Europe," she is the wife of the eighth Baronet of Lochend, Unionist Member of Parliament.

SIGNS OF BARBARISM?

Amethyst once had the reputation of being a charm against intoxication, and they say the ancients drank wine from a cup of amethyst to avoid drunkenness. We may not believe in "charms" in these enlightened days, but we still show signs of barbarism by trying the effect of shark's teeth—cut from crystal—as a choker necklace. Further, it is a la mode just now to wear an expanding bracelet of crystal which fits the wrist tightly and makes a clasp unnecessary. Plain glass, and coloured glass make up well in this way, and look their best with black suits.

LITTLE TABLE GARDEN

Little gardens for the dining room table are more and more popular. Flat, Chinese or Japanese pottery bowls, with some foliage water plants, are sufficient, or a decorative porcelain or bronze bird, arbor or little temple may stand in the dish, the figure perforated with holes for cut flowers.

Such gardens may rest on a window ledge or seat when not on the dining room table, or embellish the table between meals.

BLUE FOR WEDDINGS

Another member of the well-known Guinness family figured as a bride on January 21, at St. George's Church, Manover-Square, London. She was Miss Barbara Guinness, daughter of Mr. and Mrs. Alfred Guinness, of Greens Norton Hall, Tewkesbury. The bridegroom was Mr. William Hamilton Grant, of the Black Watch, who is the son of Admiral and Mrs. Alfred Grant. The bride chose a gown of silver and white lace, which was well suited to her. The train of old Brussels lace with which it was draped was lent by Mrs. Molyneux-Steele, and a little tulle of silver and diamonds served to hold a simple tulle veil in position.

Blue seems so much more a wedding colour than the bizarre orange and red hues. It is the colour of happiness. The two little girls who carried Miss Guinness's train wore long frocks of white velvet sashed with blue velvet. With their free hands they held bouquets of pink and white tulips.

Attractive coats of Nattier blue panne velvet were worn over the bridesmaid's frocks of white georgette. The coats had collars of (Continued at foot of next column.)

NEW MODES

Sleeves are showing signs of resentment in being ignored. For a long time back one's choice in the matter was confined to no sleeves at all or long smoothly fitted ones. Such a situation became intolerable, and sleeves began doing the unexpected in an effort to get themselves noticed—and talked about.

Now the short-sleeved—to say nothing of the sleeveless—frock is definitely established as part of the picture. The next fashion to which we should turn attention is that of the short-sleeved coat.

Appearing both in the sports day-time versions and in the very formal little evening coats, this new treatment of sleeves gives a decidedly refreshing silhouette, particularly suited to the youthful and the would-be youthful customer.

One calls these coats "short-sleeved" rather than sleeveless because usually there is some form of shoulder covering which negates the uncovered look which is considered by many women rather unpleasant, although it will be remembered that these same women at first were antagonistic to the too-bare effect of the sleeveless frock which later enjoyed such prestige. In some of the sports interpretations, a bertha collar covers the top of the arm, or a deep and occasionally shaped epolet appears. In the evening styles, the same treatment is true, but some are using also the loose bell-shaped three-quarter sleeve just covering the bend of the elbow.

silver and blue petals, and their hats of blue panne velvet were matched by shoes of blue with diamanté buckles.

After the reception, the bride and bridegroom left for the Continent. The young bride travelled in a blue outfit. Her dress was fashioned of blue crepe de Chine and was worn with a blue cloth coat, richly trimmed with lynx fur at collar and cuffs. A little velvet hat repented the blue scheme.

A Powder Pencil



Antia Page, attractive Metro-Goldwyn-Mayer player, demonstrates an addition to her vanity bag. The newest, says she, is a powder pencil of gold, from which the powder is shaken like salt upon milled puff.

DRESS MORE "BALANCED"

The sports influence is a dominating factor in dressing, but dress in general is more "balanced" and varied. There is a definite difference in skirt-length and far more distinction. The afternoon skirt is three inches longer than that for the morning tailored or sports suit.

The uneven hem-line has a decisive determining effect on the occasion for which a skirt is worn. Panels and points largely alter lines, and are helpful in creating an idea of slowness, which is still an important factor in the new silhouette.

Every effort is being made by the designers to add a certain width by means of collar or cape. A rather unbalanced effect is produced by the ultra-slim "top-part" of the figure in conjunction with a much flared skirt. There are all sorts of little filled and basqued "jackets" to combat acute narrow tops and ultra-flared skirts. Some sort of wrap seems part of every afternoon or evening gown—even if a far warmer coat of fur or fur-lined garment.

Certain dressmakers give a tunic or double-puffed effect in the skirt, in conjunction with a tight-waisted bodice. All such efforts assist in giving variety to the early Spring silhouette, but the best avoid exaggerations.

When Spring comes neck-lines will be very important. They are often cut low in the front, but high and well-fitted turn-over collars are featured for the back. Sometimes they stand a little "out" from the neck. For "dresses" afternoon functions we shall see the return of a shaped collar of pink or white organza, and some quaint and carefully cut berths of old lace.

MILLINERY TO-DAY

The little hood of felt is still pulled and pushed into shape by the skilful milliner, who spends much time cranting what looks a carelessly moulded toque. The brims in front are pressed back, and folded in place, but the side pieces are, very often, left to caress the cheeks, and then quite a bonnet-effect is gained.

These new "bonnets" are not "poke" shapes, but more like baby's bonnets, especially where soft feathers make pretty side trimmings. Simple lines and good materials mark the good workmanship of the newest millinery.

Model Velour



A charming new model of velour trimmed with calashon in two tones.—Created by Roslaw, London.

NEW UNDERCLOTHING

This winter's undies are snugger and more form-fitting than ever, with the new princess vogue meeting general acceptance throughout the country. Stylized for knit underwear are specializing on one-piece suits in just above the knee models, with low neck and narrow shoulder straps.

White and pastel shades continue their popularity, with pastel combinations gaining acceptance. Added comfort and warmth without material increase in weight or bulk are provided by combinations of durenne with worsted or morino. Silk and durenne is also popular.

KIDDIES' COSY CORNER

Children should be provided with a cosy corner, with lounging couch or easy chair and light just right for reading or playing games. Too often the adults take all the available spots and wonder why the children do not read.

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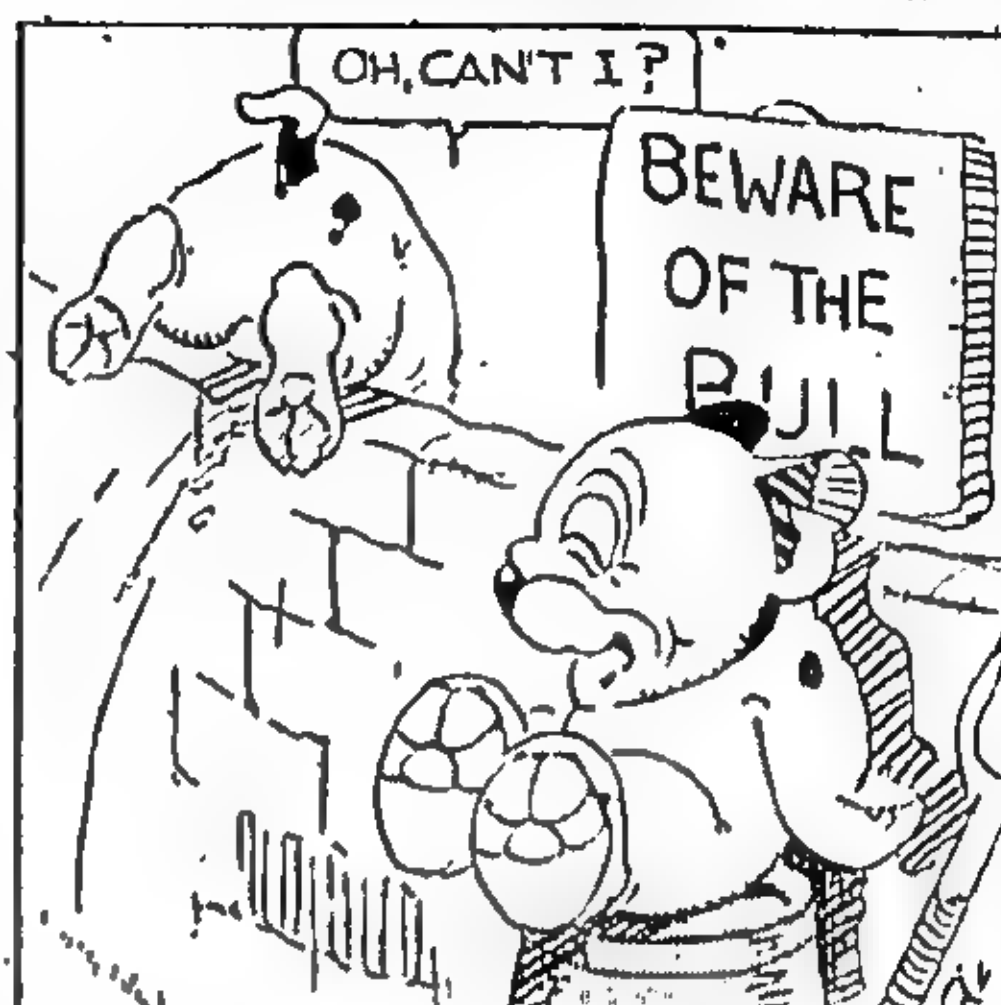
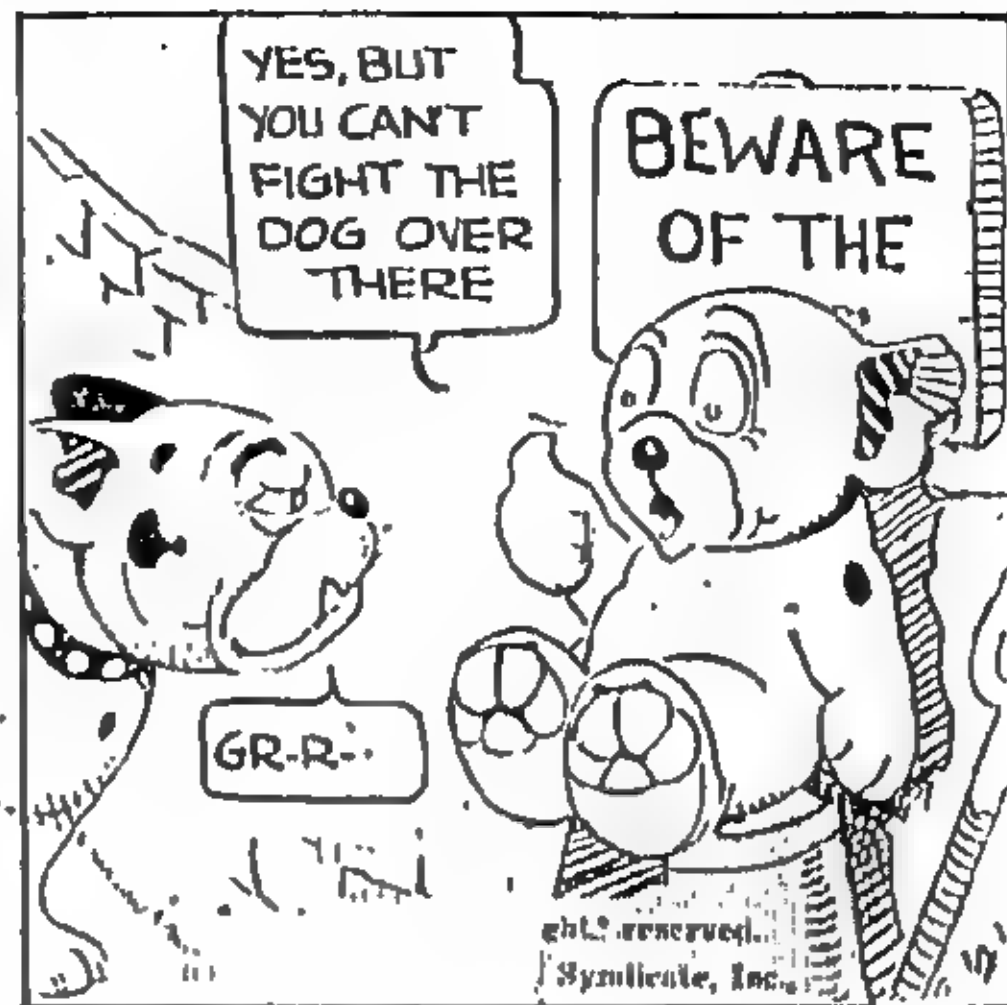
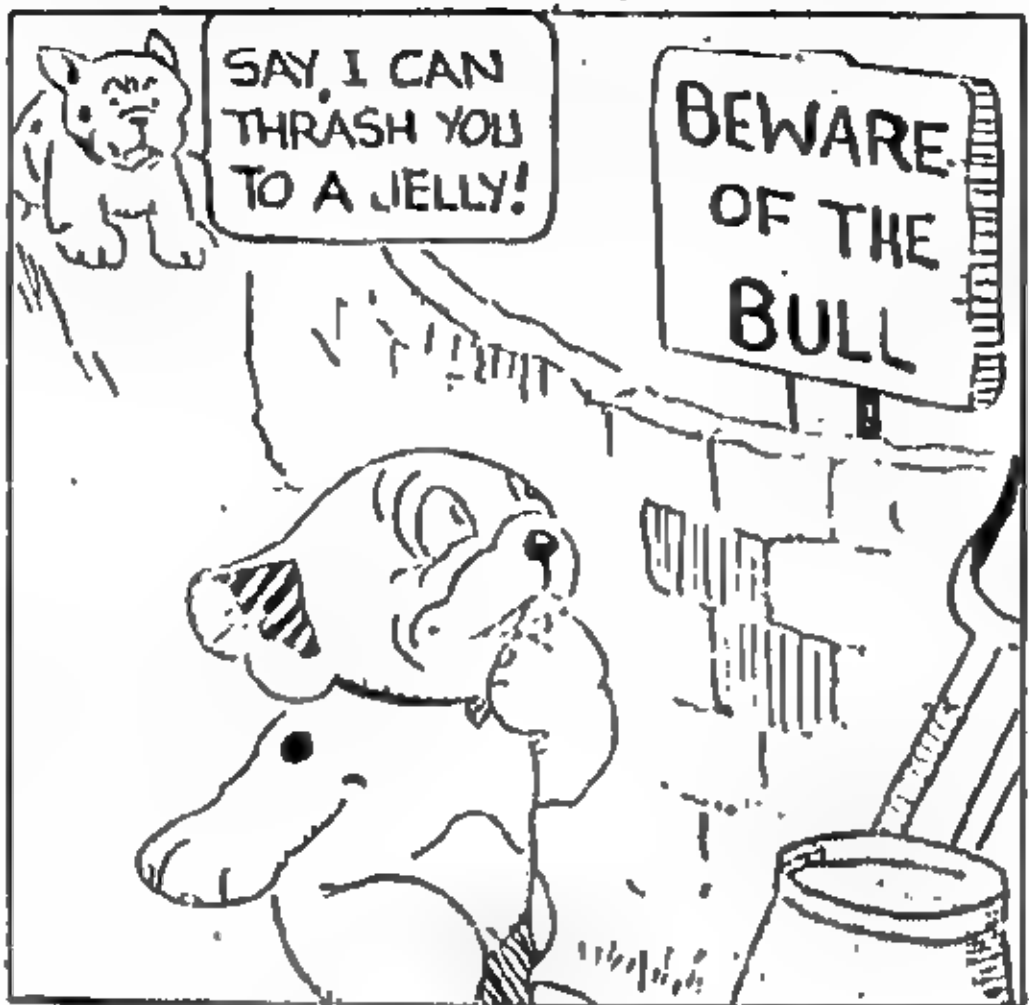
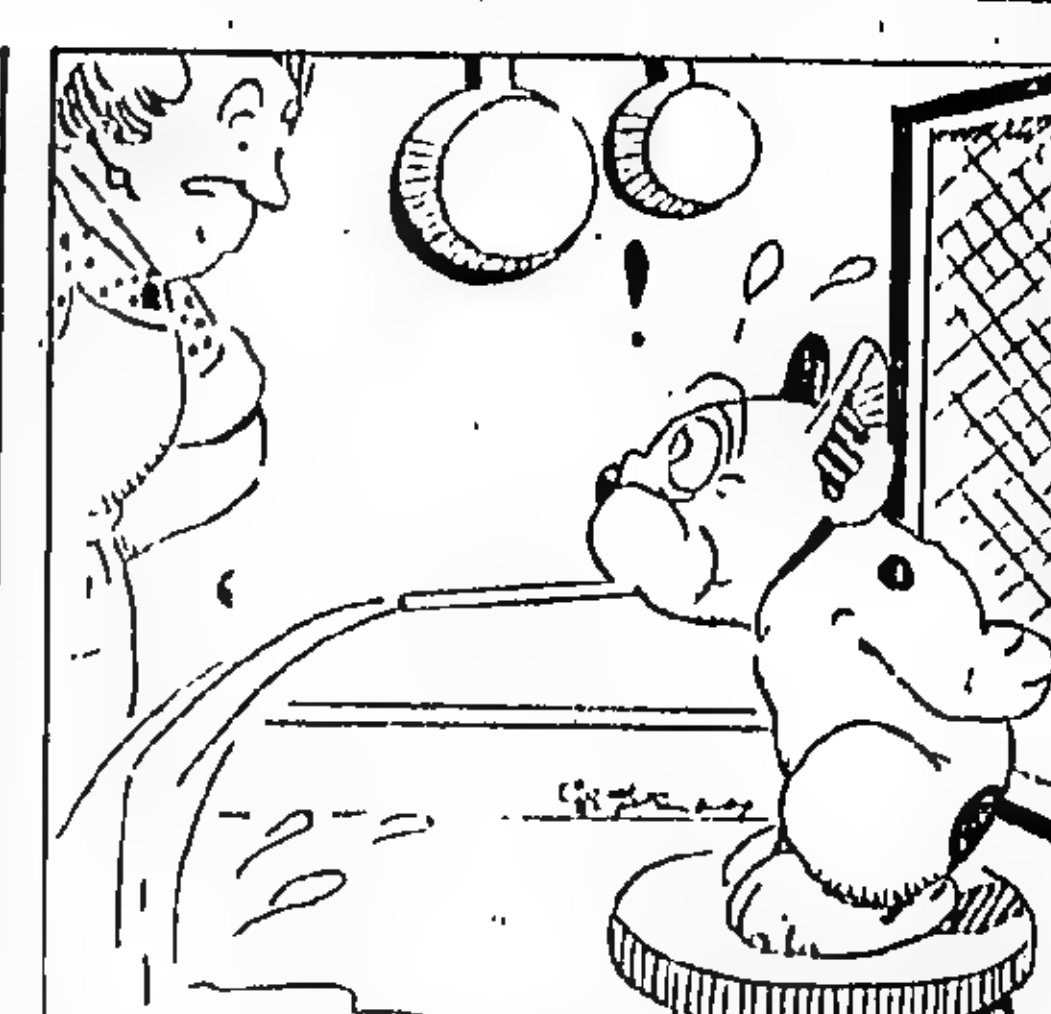
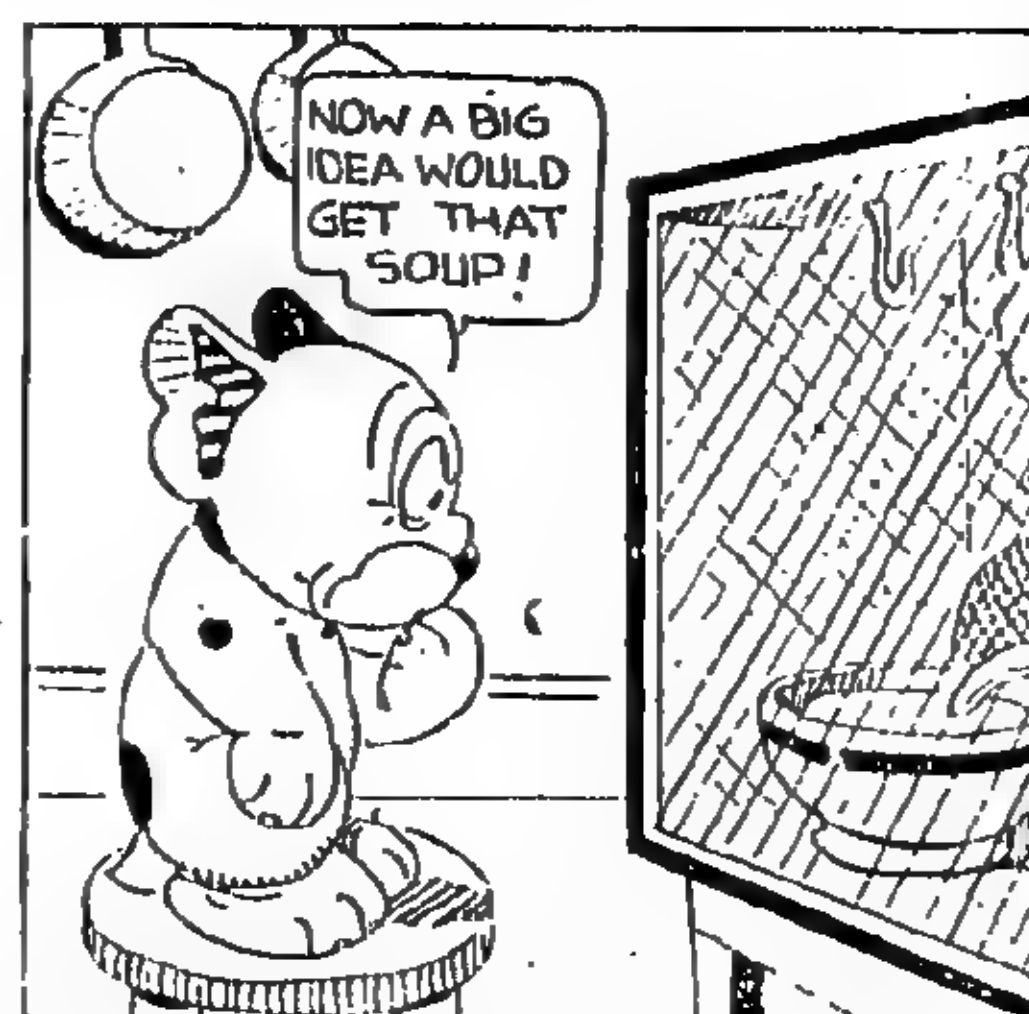
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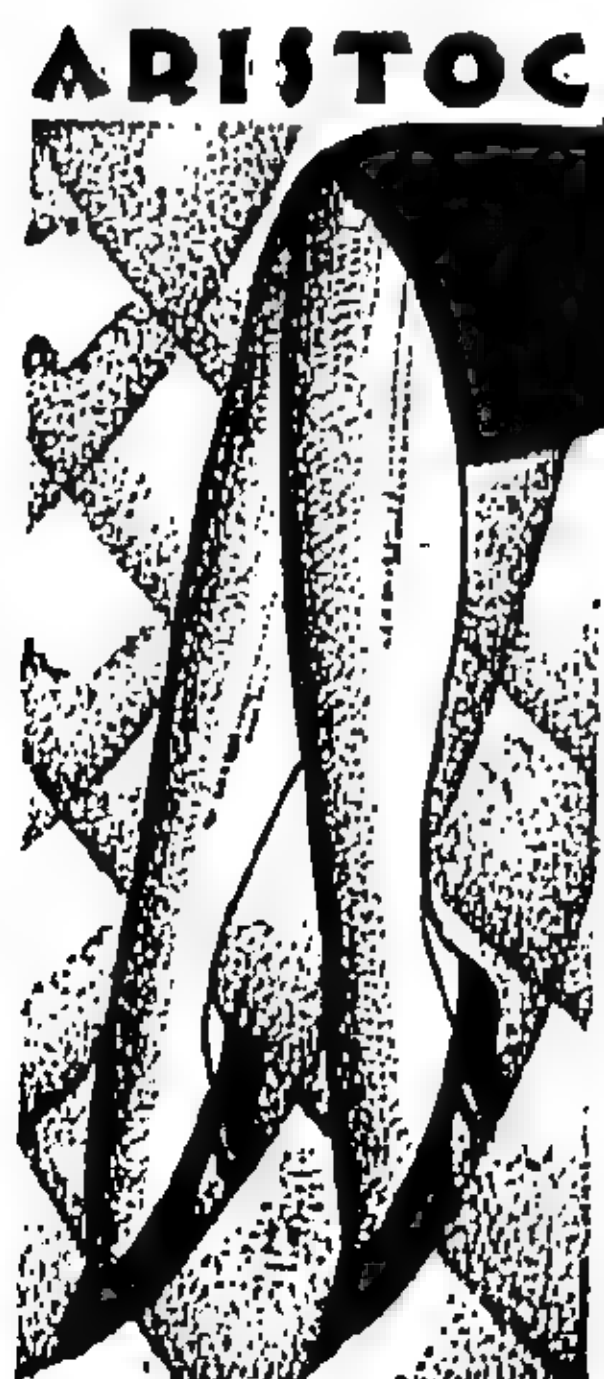
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By George Studdy



"THE ARISTOCRAT OF SILK STOCKINGS"



ARISTOC hosiery—knitted of finest pure thread silk is unsurpassed for its soft lustrous sheen, and its DURABILITY. Fully fashioned and reinforced at points of wear, it is the consummation of alluring daintiness and hardwearing strength, enhanced by the new 'slenderising' Point Heel which is now so essential to the well dressed woman.

Aristoc hosiery is a British product that has achieved ultimate perfection in hosiery; perfection in appearance—in texture—in wear and in sheer silky charm, hosiery that is known all over the world to be the finest obtainable; on the Riviera—at Calce, Cannes or New York—women of distinction are wearing Aristoc stockings, with the graceful Pointed Heel.

Ask for

Aristoc

(Regd.)

"The Aristocrat of Silk Stockings"

—when next you buy hosiery, and ask for the new Point Heel. Obtainable in all the latest Parisian colours.



THE PERFECT COMPLEMENT TO THE WELL CUT FROCK

ARISTOC

Regd

"The Aristocrat of Silk Stockings"

Exquisitely soft, pure silk stockings of alluring daintiness; so finely knitted so delicately fashioned that not a wrinkle mars their smooth allness. Stockings with personality, delicate yet compelling in their very simplicity of line and design, pure silk stockings—miracles of silky loveliness.

SHADES

BEIGE, MIRAGE
DUBINGA, MOONLIGHT,
GREY, ROSE, GUNMETAL

SHADES

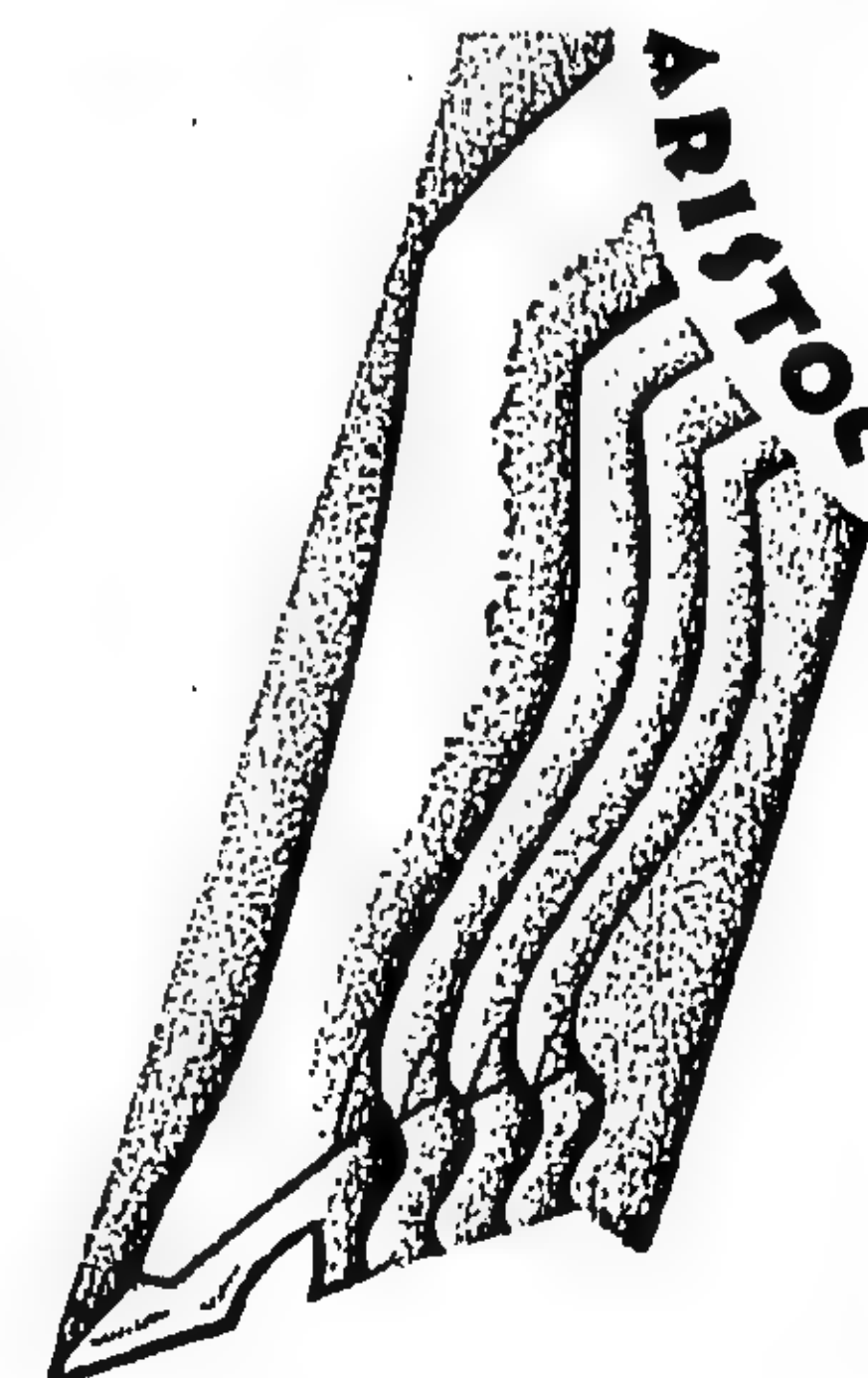
GRAIN
FRENCH NUDE
GUNMETAL
TOURTERELLE

\$6.50

Pair.

\$8.50

Pair.

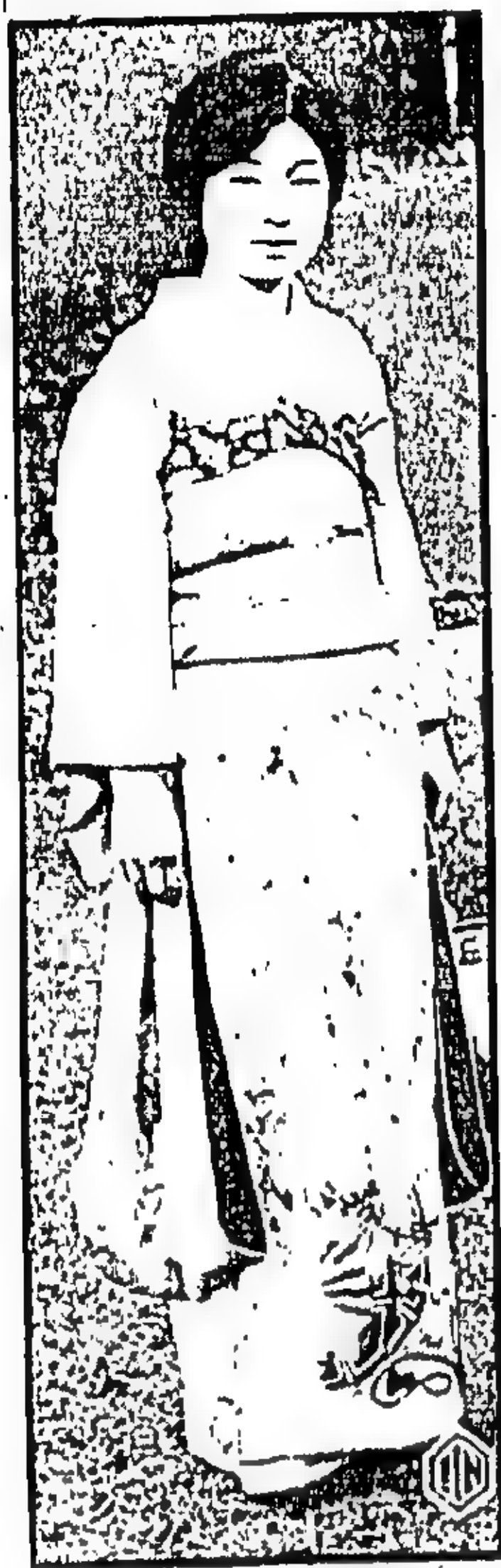


WHITEAWAY, LAIDLAW & COMPANY, LIMITED.

HONG KONG.

ROUND THE GLOBE IN PICTURES

Japanese Princess



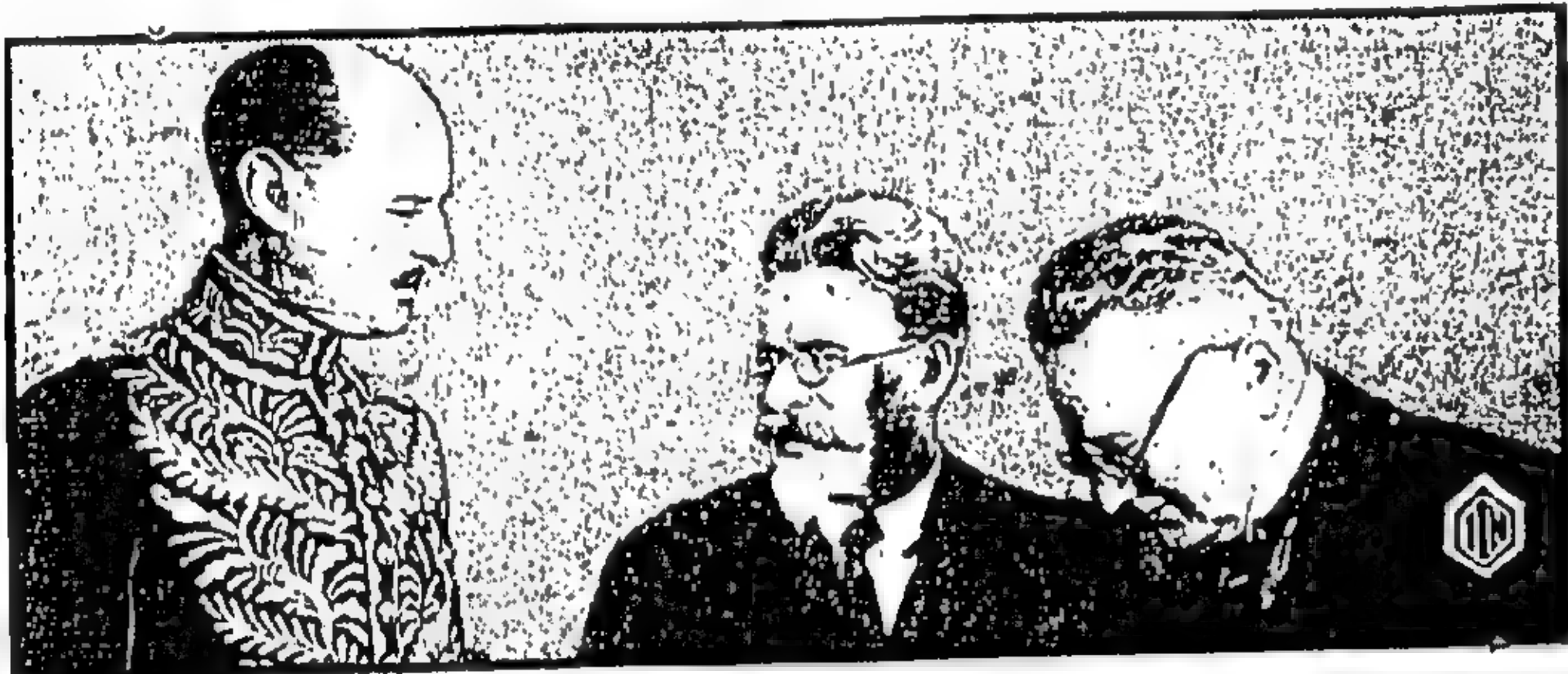
This beautiful Japanese maiden is the Princess Kikuko Tokugawa, whose marriage to Prince Takamatsu, brother of the Japanese Emperor, took place recently. Following their brilliant wedding ceremony, which was accompanied by the colourful splendour of the Flower Kingdom, the young couple started on a tour of the world.

Dinner and Reception to Pressmen



The Auditorium (Pare des Sports) who are responsible for the introduction of Hui Alai in Shanghai, gave a dinner and reception to representatives of the local Press. Among those present were Messrs. A. du Parc de Maroules (Chairman of the Board of Directors, Pare des Sports), H. Booker, J. Lomere, H. Rodgers, S. H. Loh, Percy Chu, L. K. Taylor, H. Robinson, T. E. Dunne, J. White and others.—(Photo by Carson Studio).

Britain and the Soviet



Left to right: Sir Esmund Ovey, the first British Ambassador to the Union of Soviet Socialist Republics since the ending of diplomatic relations between the two countries in 1927; M. Rotstein, a member of the College of the People's Commissary for Foreign Affairs; and Comrade Kulinin. The scene is laid in the great Kremlin Palace, Moscow, where Sir Ovey presented his credentials.

Annual Cossacks Ball



A striking scene of one of the tableaux presented at the annual Cossacks Ball, which was held at the Majestic Ballroom and Italian Garden, Shanghai. Many innovations were introduced at this year's dance, and it was the unanimous opinion of all those present that this was one of the most brilliant public functions held in recent years.

New Senator



Patrick J. Sullivan, recently appointed Senator from Wyoming to fill the vacancy caused by the death of Senator Warren.

Advocates Armed Rebellion



Vito Alessio Rubbo, noted writer and a President of the Anti-Italo-electionists, who, with Dr. Francisco Del Rio Canedo, issued a manifesto urging all followers of Jose Vasconcelos to take up arms in revolt. Vasconcelos lost the recent Presidential election in Mexico to Pascual Ortiz Rubio on whose life an attempt was recently made.

On the Threshold of Death



The plane which Pilot Robert Black and Student Flier Ray Rothman brought to a safe landing after gliding a thousand feet. They were flying over the Long Island Aviation Country Club when flames enveloped the plane. From that height they brought the ship to a landing at Roosevelt Field, six miles away, escaping serious injuries. Both men leapt from the cockpit in time to escape explosion of gas tank.

Pupils of a Free School



A group of pupils in one of the free schools, supported by the Shanghai Women's Club. The four ladies at the rear are, left to right: Mrs. H. L. Huang (President), Mrs. Peter Wong (Treasurer), Mrs. T. T. Wong (Social Service Committee), and Mrs. H. C. Mei (Vice-President).—(H. M. Sanzetti, 14 Klanking Road).

Italy's Future Queen



The most recent portrait of Princess Marie Jose of Belgium, taken at the Chateau Laeken in the Belgian capital, shortly before she began preparations for her trip to Rome where, on January 8, she became the bride of Crown Prince Humberto of Italy.

Refused Offer



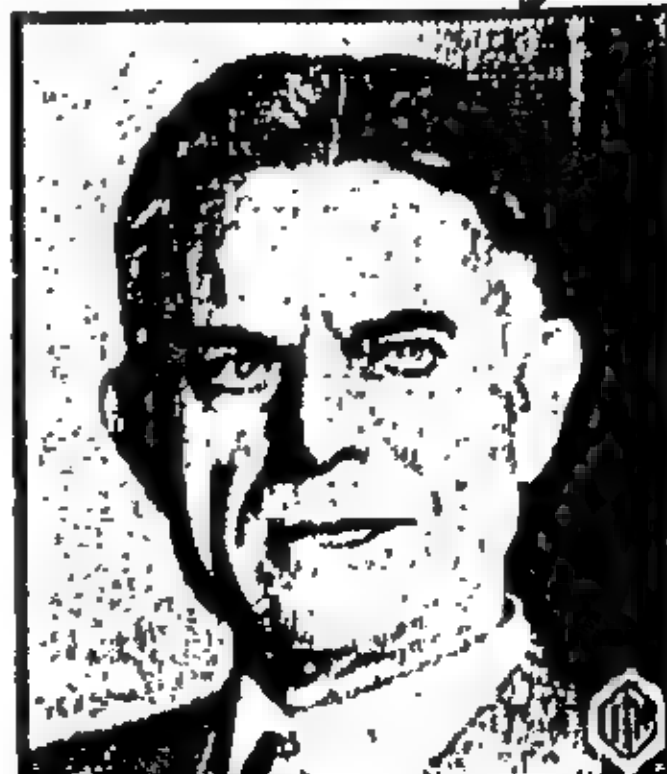
Dr. David Moore Robinson, professor of archaeology at Johns Hopkins University, Baltimore, turned down an offer to become the dean of New York University.

Envoy Resigns



Jacob Gould Schurman, United States Ambassador and Minister Plenipotentiary to Germany since June, 1925, whose resignation has been accepted. Schurman, who is a descendant of an old New York Dutch family, was President of Cornell University from 1892 to 1920.

Claims Discovery



Colonel Frederick E. Johnson, U.S.A., retired, of the Army and Navy Club, after 31 years of continuous research, claims the discovery and development of the structural principles of the electron, proton and atom, the smallest units of matter, as the fruit of his labour.



Phthisis

is usually the result of a common cold, which weakens the delicate lung tissues and thus enables tuberculosis-germs to settle and spread.

Take Guaiacose

It strengthens the entire organism and makes it more resistant to infections. By destroying the germs causing it, the initial stage of tuberculosis can be successfully fought.



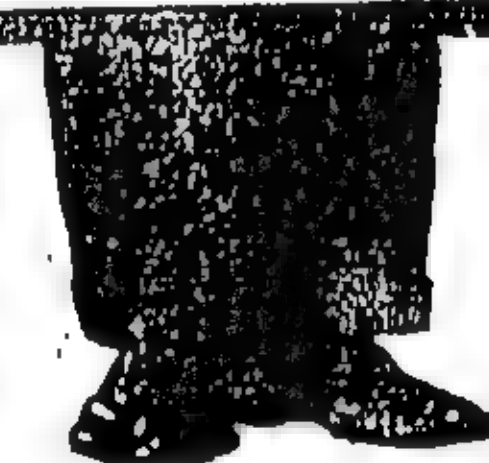
Health is in danger when gums break down

Too many men and women ignore the fact that sooner or later they may pay the price of neglect. They brush their teeth carefully and feel secure. Yet, health, youth and beauty slip away. And here's the reason: Teeth are only as healthy as the gums. And gums must be brushed daily, morning and night, if they are to resist such dread diseases as Pyorrhea, Gingivitis, Trench Mouth. When once contracted only dental care can stem advance of these diseases.

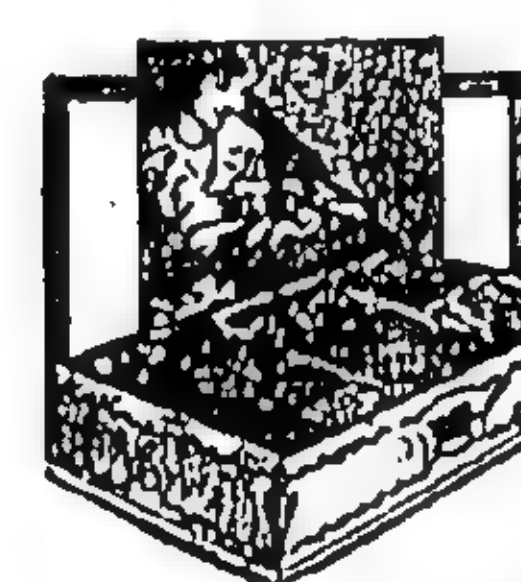
As a measure of protection brush your gums vigorously with the dentifrice designed to help keep them firm and sound. Forhan's for the Gums. When you have used Forhan's for a few days, you'll notice a distinct improvement in the way your gums look and feel. In addition, the way this dentifrice cleans teeth and helps to protect them from decay will delight you. Start using Forhan's today. And see your dentist every six months.

Forhan's for the gums

* 4 out of 5 people at forty and thousands younger pay the extravagant price of neglect.



Agents:—MULLER, MACLEAN & CO., INC.



THE IDEAL GIFT is a box of SOCIETE CHOCOLATES. They will please mother, father, sister, wife or sweetheart.

Also BISHOP'S HARD CANDY the best for the children at any time.

THE CAFE PAVILION

Nathan Road, Tel. K. 874.

THE BEST CAKES IN TOWN.



Thousands of our Customers have saved money by having their hats renovated at our Shop—YOU CAN DO LIKEWISE AND BE SATISFIED. We can clean, block, bleach, dye, iron and re-shape ladies', gentlemen's and children's hats.

OUR PRICES ARE MODERATE.

HAT RENOVATING CO. 52, Nathan Rd., Kowloon. Tel. K. 1087. Agents in Hong Kong:—Tye & Co., 19, Queen's Rd. C, Tel. C. 648.

IF YOU ARE TOO BUSY TO WRITE HOME—DON'T

Just Post a Copy of the "OVERLAND CHINA MAIL" which gives all the News there is—Both Local and Coastal

Better than One Hundred Letters
SINGLE Copy 25 Cents.
Subscription for home (including postage).
One Year, \$15; Six Months, \$7.50; Three Months \$3.75.

RACING RECORDS BEATEN

(Continued from Page 8.)

7.—The Hopeful Stakes.—Winner \$750. Second \$300. Third \$200. For China Ponies bona fide Grifins of this Meeting. Weight for inches as per scale. Subscription Grifins of this Meeting allowed 5lb. (Jockey allowance). Allowances accumulative. Entrance \$10. One Mile.
Chan Tin Sion's Wisdom Stag 161 lbs. (Mr. Quincey) 1
Dynasty's King's Colour 161 lbs. (Mr. Halmovitch) 2
Ho Kom Tong's Marquis Hall 158 lbs. (Mr. T. L. Wong) 3
Tester & Abraham's The Tiger 161 lbs. (Mr. Harriman) 4
Eve's African Eve 161 lbs. (Mr. Bowling) 0
Yam Man's Blue Boy 161 lbs. (Mr. Da Rosa) 0
Heard's Christmas Belle 160 lbs. (Mr. Frost) 0
L. Dunbar's Deception Bay 161 lbs. (Mr. Hill) 0
Ho Kom Tong's Empress Hall 158 lbs. (Mr. Encarnacao) 0
Dr. J. C. Mackown's Orlando 168 lbs. (Mr. Reddy) 0
Hynes & Mackie's Pippin 161 lbs. (Mr. Noodt) 0
Mrs. K. E. Belth's The Goods 161 lbs. (Mr. Heard) 0
W. E. L. Shenton's The Partridge 155 lbs. (Mr. Leighton) 0
Pearley's Tomato 162 lbs. (Mr. Backhouse) 0
8 lengths; 1 length.
Time: 2:04.2/5.
Parl-mutuel:—
Winner: \$7.80.
Places: 1st \$6.80; 2nd \$12.00; 3rd \$17.90.

8.—The Tienstin Stakes.—Winner \$750. Second \$300. Third \$200. For China Ponies Subscription Grifins of 1929 and 1930. Weight for inches as per scale. Subscription Grifins of 1929, 7 lb. extra. (Jockey Allowance). Entrance \$10. One Mile and a Quarter.
W. E. L. Shenton's The Pheasant 160 lbs. (Mr. Leighton) 1
Mrs. K. E. Belth's Cream Cracker 160 lbs. (Mr. Frost) 2
Dynasty's King's Falloch 165 lbs. (Mr. Halmovitch) 3
Dyer & Belth's Loch Etive 160 lbs. (Mr. Knoll) 4
Mickels' Bloet 168 lbs. (Mr. Charles) 0
Lau & Lee's Duke of Urqu 147 lbs. (Mr. H. C. Lee) 0
Harbo's Gay Pender 165 lbs. (Mr. Coliace) 0
Mo's Inca 160 lbs. (Mr. Encarnacao) 0
Cocktail's Martini Cocktail 168 lbs. (Mr. Da Rosa) 0
John Peel's Nookhall 160 lbs. (Mr. Heard) 0
Yue & Lo's Pumpkin 162 lbs. (Mr. Backhouse) 0
W. T. Stanton's Sixty 163 lbs. (Mr. Stanton) 0
E. L. Hosie's Teuchit 162 lbs. (Mr. Bulcock) 0
Tester & Abraham's The Ape 162 lbs. (Mr. Harriman) 0
Wayfoong's The Jamaica 162 lbs. (Mr. Bowling) 0
Glehh's What's Yours 163 lbs. (Y. S. Chang) 0
1 length; 2 lengths.
Time: 2:43.4/5.
Parl-mutuel:—
Winner: \$49.20.
Places: 1st \$17.00; 2nd \$40.80; 3rd \$8.60.

The Officials
The officials for the Meeting are as follows:
Patron.—H.E. the Officer Administering the Government (Mr. W. T. Southern, C.M.G.).
Honorary Stewards.—H.E. Vice-Admiral Sir A. K. Wastell, K.C.B., H.E. Major General J. W. Sandilands, C.B., C.M.G., D.S.O., and Commodore R. A. S. Hill, O.B.E.
Stewards.—Messrs. C. Gordon Mackie (Chairman), B. D. F. Belth, R. M. Dyer, Sir Henry Gollan, Hon. Mr. A. C. Hynes, Hon. Mr. W. E. L. Shenton, Messrs. M. T. Johnson, T. E. Pearce, F. Sutton and P. Tester.
Stewards in Charge of Scales.—Messrs. R. M. Dyer and M. T. Johnson.
Joint Clerks of the Course.—Messrs. B. D. F. Belth and T. E. Pearce.
Judge.—Mr. D. E. Clark.

LOCAL HOCKEY

H.K. Ladies Defeat Club de Recreio Ladies

CAER CLARK CUP

In the fifth round of the Caer Clark Heavy Cup the Hong Kong Ladies' Hockey Club, at King's Park yesterday, defeated the Club de Recreio Ladies by five goals to one.

The teams were:—
Club de Recreio: E. M. Xavier, C. Osmund, M. Basto, O. Basto, M. Alves, M. Remedios, M. Roza, C. Botelho, L. Silva-Netto, A. Basto, and A. Roza.

Hong Kong Ladies: J. Smalley, E. Gray, J. Lack, E. O'Hagan, B. M. Pone, M. L. Wallace, I. C. Bell, E. M. Donohue, D. F. Stanton, M. Smalley, and M. McCabe.

H.M.S. Kent Beat Kowloon Ladies
In a very fast and evenly contested game at King's Park, a team from the H.M.S. Kent defeated the Kowloon Ladies' Hockey Club by five goals to four.

Assistant Judge.—Mr. P. Tester.
Starters.—Major A. G. Hewson and Major F. Roch Kelly.
Second Starter.—Mr. S. A. Sleep.
Steward in Charge of Paddock.—Mr. F. Sutton.
Handicappers.—Messrs. C. M. S. Alves and H. W. Moon.
Stewards in Charge of Parl-mutuel.—Hon. Mr. A. C. Hynes and Hon. Mr. W. E. L. Shenton.
Time-keeper.—Mr. A. E. S. Alves.
Hon. Surgeon.—Dr. J. C. Mackown.
Hon. Veterinary Surgeons.—Major Roche Kelly and Mr. L. Reidy.
Official Measurer.—Mr. D. L. McWhirter, B.Sc., M.R.C.V.S.
Secretary.—Mr. C. B. Brown.
Treasurers.—Messrs. Linstead and Davis.

THE DERBY

Revised Prices for Tuesday's Race

The latest quotations by Frank Haylor on the Derby are as follows:—

- 1 Diana Bay
- 6 Picallilli
- 8 King's Bounty
- 10 African Eve
- 10 The Tiger
- 12 Silver Queen
- 14 The Goods
- 16 Peppermint
- 16 King's Colour
- 18 Victory Hall
- 20 Four Clubs
- 20 King at Arms
- 20 Royal Hall
- 20 Empress Hall
- 20 Marquis Hall
- 20 Grand Duke
- 20 Windsor Stag
- 20 Three Clubs
- 25 Gay Cabellero
- 25 Peppercorn
- 25 Pippin
- 25 Blue Boy
- 25 Blue Heaven
- 25 Orlando
- 30 Duke of Longchamp
- 33 Diana
- 33 The Albion
- 33 Atlanta
- 50 Chivalrous
- 50 Abel
- 50 Grey Dawn
- 50 Christmas Frolic
- 4-1 Wisdom Stag
- 16-1 Little Beaver
- 18-1 Lobster Bay
- 25-1 Witty Stag
- 50-1 Gold Dragon

BILLIARDS

Lindrum Praises Davis

"In a break of 1,000 there are about 400 shots, and Joe Davis plays about 330 different strokes," said Walter Lindrum at Holborn Hall, London, speaking of an unfinished run of 925 by the former in mail week.

This came from a man who just over an hour previously had made a break of 905, and the gesture was the proudest in view of the fact that Davis, with a total of 1,411, outpointed the Australian by 907. Davis's average was 187, against 143.

Lindrum's break was made up with about two-thirds close cannons and one-third scored by open cannons, and his failure to get a cannon at the end was more than pardonable. The three balls were on the top cushion in line, and within fourteen inches of the right pocket.

A run-through cannon was a certain way of pocketing the distant object, white. Lindrum tried for the one positional shot on the board, but the bias of the red sent the white too far to the right, and the cue ball could not catch it up. The break contained runs of 91 and 100 close cannons.

In a run of 255 Davis had 97 nursery cannons, and shortly afterwards came his unfinished effort. When obstacles arose he got around them for the most part by playing thin cushion cannons off the top. Once, when Davis had just gone beyond 600, in playing a white hazard from hand to the middle left pocket, he gave over strength to the object.

It came back with undue "merriment," and it roared but the merest fraction outside the baulk line. A short Jenny saved the situation then, and Davis went on to play out time.

It was expected that the British champion would reach the thousand mark in the evening session, but he broke down with the finalings at 935, when he missed a thin cannon. Lindrum replied with an excellent break of 84, which included runs of 128 and 96 close cannons.

His other notable innings was 376. Davis was not idle, and he almost kept pace with the Australian with runs of 146, 403, and 461 (93 and 37 cannons). Lindrum totalled 1,272, for

TRAFFIC REGULATIONS DURING THE RACES.

I.—All Vehicles going to the Races at Wong-Nai-Chong will proceed via Arsenal Street, Lockhart Road, Percival Street, Leighton Hill Road and round the Happy Valley via Wong-Nai-Chong Road to the entrance gates.
Vehicles will return to town via Morrison Gap Road and Queen's Road East. These arrangements will be in force between 11 a.m. and 6.30 p.m.

II.—Passengers will alight from and board Trams and Buses at:—(1) the main Public entrance and (2) the members' entrance gate only.
III.—Trucks and persons carrying large burdens will not be permitted West of Percival Street or East of Murray Road between the hours of 10 a.m. and 7 p.m.

IV.—Pedestrians must walk on the footpaths, and not on the Roadway.

V.—Vehicles must proceed at a slow speed in the vicinity of the Race Course.

VI.—Vehicles will be parked in the vicinity of the Race Course as directed by the Police on duty.
VII.—Dogs are not allowed on or near the Race Course. Any dog found straying is liable to be destroyed (Ordinance 1 of 1845, section 16 sub-section 3).

NOTE.—There will be one way traffic only in Queen's Road East from the Monument to Arsenal Street from 11 a.m. to 6.30 p.m. The one way traffic will run from East to West. There will also be one way traffic in Lockhart Road. The one way traffic will run from West to East. Kennedy Road will be open to West bound traffic only from 11 a.m. to 6.30 p.m. Vehicles proceeding up Stubbs Road will proceed via Arsenal Street, Johnstone Road (Old Praya East), Wanchai Road, Morrison Hill Road and Morrison Gap Road.

PARKING OF CARS AT THE RACE COURSE.

1. The stand at the Public entrance is reserved for Officials of the Jockey Club, and P.D. owners.
2. Young Wo Nursing Home, the open space in front of, reserved for owner drivers.
3. Civil Service Cricket Club, the open space in front of, reserved for members of the Jockey Club.
4. Village Road reserved for private cars.
5. Ventris Road for Public cars only.

E. D. C. WOLFE,
Inspector General of Police.
Hong Kong, 19th February, 1930.

HONG KONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW OF FLOWERS AND VEGETABLES will be held in the City Hall on THURSDAY, March 6, 1930.

The Show will be opened to the Public between the hours of 3 p.m. and 7 p.m.

ADMISSION 1s.
There will be an Orchestra in attendance.

Prizes will be distributed by Mrs. Southern at 6 p.m.

The Entries for the Flower Show will close at Noon on Wednesday, February 26, in the Secretaries' Office, c/o Bradley & Co., Ltd.

which he averaged 254, and Davis's average for his aggregate of 1,132 was 189.

Closing scores:—
Lindrum (in play) 12,864
Davis 10,293
McConchy v. Smith

When the final day's play between Clark McConchy, the New Zealand Champion, and Willie Smith, of Darlington, was entered upon at the Playhouse, Edinburgh, in mail week, the Colonial held a lead of over 400, the scores being:—

McConchy, 21,130; Smith (in play), 20,677.

The Briton disappointed with his first visit to the table, only adding 43 to his unfinished overnight item.

Taking advantage of the leave, McConchy gathered the balls at the top of the table, and quickly ran up the 100. At 115 the balls covered, but he regained his former position with a fine cushion cannon.

Third balls were not running too kindly for him, however, and after panning the 200 mark he earned applause for successfully bringing off a difficult follow through white loser.

NEW ADVERTISEMENTS

HONG KONG JOCKEY CLUB.

RACE MEETING, 1930.

22nd, 24th, 25th, 26th February and 1st March, 1930.

ON SATURDAY, 22nd February the First Race will be run at 2 p.m. and on all other days at 12 o'clock Noon. On the First Day the First Ball will be rung at 1.30 p.m. and on the other four days at 11.30 a.m.

MEMBERS' BADGES & ENCLOSURE.

Members' Badges may be obtained by those members who have not already received them on application to the Secretary.

Such Badges will also ensure admission to all Extra Race Meetings during 1930.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$10. per day or \$40. for the Meeting (ladies \$4. and \$16. respectively), are obtainable through the Secretary upon introduction by a Member, such Member to be responsible for payment of all bills, etc.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either enclosure during the first four days of the Meeting.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$3. per day for all persons including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted to the Public Enclosure at \$1 per day.

Bookmakers, Tie Tac men, etc. will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES

Passes for Servants will be issued on application to Messrs. Linstead and Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,

Secretary.

Hong Kong, 19th February, 1930.

HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the FIRST EXTRA RACE MEETING to be held on SATURDAY, 8th March, 1930 (weather permitting) may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Entries CLOSE at 12 o'clock Noon on MONDAY, 3rd March, 1930.

Hong Kong, 19th February, 1930.

At 308 the balls again covered up, and the break ended with a narrowly missed massé cannon.

Smith seemed well set for a break, and scored quickly, but at 93 unexpectedly failed when attempting an emy white loser.

The New Zealander was now playing quickly and confidently, and at 71 gathered the balls for a sequence of 32 close cannons.

345 scores—McConchy (in play), 21,637; Smith 20,813.

The visitor scored steadily, and aided by further runs of close cannons, passed the 400 stage. At 491 he failed in attempting to play from hand what looked an easy cannon. Smith's visit yielded only 19, and from the position left McConchy rapidly advanced the peg, the pot red-cannon method being the chief contribution.

In this manner he left the 300 mark behind, but at 532, the balls were touching and had to be spotted. After successfully playing a few losers he again brought the balls to the top of the table. Just before he reached 400 he executed a lovely massé cannon, and at 413 a repetition of the stroke drew rounds of applause from the spectators. The break ended with an easy red winner.

435 scores—McConchy 22,448; Smith (in play) 20,844.

HOUSEHOLD COAL

SELECTED GRADE LUMP COAL

Upper Levels . . . \$21.00 per ton
Mid-Level . . . 20.00 per ton
Central District . . . 19.00 per ton
Kowloon . . . 21.00 per ton

BEST HOUSEHOLD NUTS.

(For Kitchen Use).

Upper Levels . . . \$19.50 per ton
Mid-Level . . . 18.50 per ton
Central District . . . 17.50 per ton
Kowloon . . . 19.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.

ARNHOLD & CO., LTD.,

French Bank Building.

Des Voeux Road Central.

THEATRE ROYAL

MONDAY, February 24,
at 9.15 p.m.

ONE RECITAL ONLY

BY

ODETTE DARTHYS

PRIMA DONNA OF OPERA COMIQUE, PARIS

WILL SING IN ENGLISH, FRENCH, ITALIAN

PRICES:— \$3, \$2 & \$1.

Sailors and Soldiers in Uniform Half Price.

BOOKING AT ANDERSON'S

Will's
GOLD FLAKE CIGARETTES
FOR ALL TIMES IN ALL CLIMES

ENJOY YOUR LIFE

Enjoying life is not possible unless you maintain your health and vigour in spite of work, worry, and extremes of weather and of temperature.

Ostelin will help you to keep fit and strong and resist infection.

Ostelin is a concentrate of the factor which makes cod-liver oil a valuable medicine. It is the essential medicinal value of the oil without any taste, smell or "repetition."

OSTELIN

Vitamin D Concentrate makes you fit and keeps you so

SOLD IN THREE FORMS

OSTELIN LIQUID particularly for babies. Many times more potent than the finest cod-liver oil.

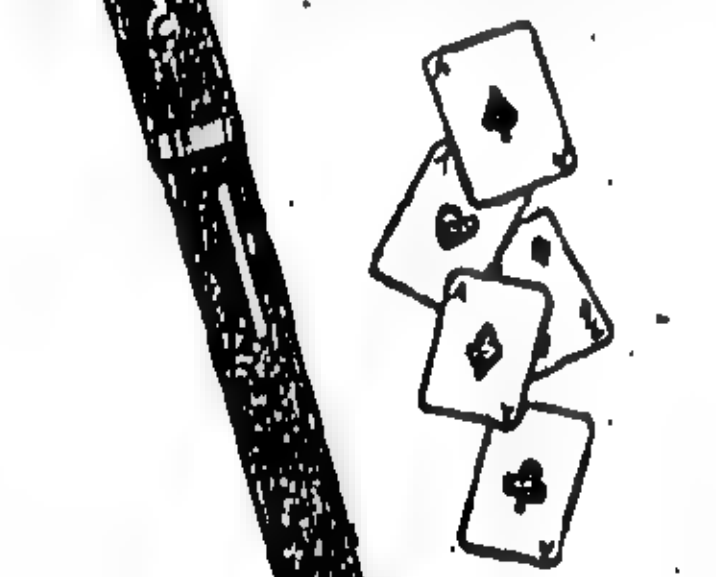
OSTELIN TABLETS for children and adults. An excellent general tonic in a very convenient form.

OSTOMALT specially recommended for backward children and adults who are losing weight. Contains "Ostelin" with selected milk extract and concentrated orange juice.

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Books and Authors

"HERALD" REVIEWS

Speeches of H.M. the King

["King George V. In His Own Words"; Ernest Benn, Ltd., 12/6 net.]

During the first three decades of the Twentieth Century it has become more and more fashionable to publish books dealing with the lives of great men, while they are still alive. Usually they are of the reminiscence type, and deal largely in anecdote. They are pleasant and easy reading, which commands itself to almost every class of reader.

Mr. F. A. MacKenzie has not produced a book of this kind. His task has been to select excerpts from the speeches of His Majesty, King George V., to arrange them, and to provide the slight connecting and explanatory narrative necessary to form the collection into a book.

It is hardly probable that the result will form a volume particularly acceptable to the casual reader. It is to the historian that it will most appeal, and by "historian" we include, not only the writers of histories, but also all those who are interested in the study of political history. In these speeches the student will find much of great interest, for often many events are the more easily understandable when one can obtain another angle of vision. And often one does obtain such a different angle from a perusal of these speeches.

There is also another aspect of the book. From it one may get a closer idea of what manner of man His Majesty is. It is not, of course, to be expected that His Majesty should draft and write these whole speeches himself. But after the drafts had been prepared, there is no doubt that the ultimate expression is that which was dictated by His Majesty. And, on perusal of the speeches, one is left in amazement, not only at the grip of detail which is displayed, but also at the intense personal feeling which His Majesty displays.

An interesting book. —V. V.

Through Asia

["China to Chelsea," by Captain D. McCallum; Ernest Benn, 21/- net.]

This book, which the author calls "A Modern Pilgrimage along

Ancient Highways," is a narrative of a remarkable motor car journey undertaken and accomplished in the face of appalling conditions by Captain and Mrs. McCallum, and two friends, Messrs. N. G. Lovel and F. Ramsay Williams. The most direct route from North China to Europe is by Siberia, but several things forbade our travellers going that way, and at the last minute they decided on the hotter and wetter route by the countries lying to the South of China. In two Buick cars the party motorized from Peking to Tientsin. Then by three different steamers they got to Haiphong, trans-shipping at Shanghai and Hong Kong. From Haiphong they went by the Mandarin Road through Indo-China, Annam and Cambodia to the Siamese border, thence by inundated roads through Siam, after which they seem to have had tropical rains most of the way to Singapore. Ship was taken again at Singapore; for Calcutta this time. India was crossed by the Grand Trunk Road, then through the Baluchistan Desert to the execrable roads of Persia, then through Mesopotamia to find trouble in Syria and terrifying roads, landlides, and gorges in Asia Minor. They entered Europe by Constantinople and from there the rest was comparatively plain sailing or rather motorizing.

Owing to last minute change of plans Indo-China, Siam and Malaya had to be negotiated in the hot rainy season when low-lying parts of the country were under water and bridges frequently washed away. Yet they carried on bravely although delayed, not for days or weeks but for months. The bold voyagers ultimately arrived in Chelsea on May 29, 1928 after having motored over fifteen thousand miles and sailed three thousand in about three hundred and fifty days.

Besides giving an interesting summary of the Journey Capt. McCallum has many interesting digressions of topical subjects such as the Boxer Rebellion, present day Peking, the Chinese imbroglio, etc. Very entertaining, too, are his notes on the many different peoples of Indo-China, the Chams, the Mois, the Khmers, etc., their past glories, wonderful buildings and present eclipse and inertia. Quite a large part of the volume is given to these little-known peoples.

Thirty-six full page photographic illustrations and four maps help to enhance this en-

ABOUT PALESTINE

A Volume of Happy Reminiscences

["Above and Beyond Palestine," by C. E. Hughes; Ernest Benn, Ltd., 10/6 net.]

A well written book, with a notable absence of technical details often found in similar works, dealing with highly specialised branches of the Services during the war. The reader is not allowed to become bored with heavy explanations but is carried, (one might say) gaily on, through a very descriptive series of anecdotes, full of pleasant and happy reminiscences.

The author has a pleasing knack, when relating incidents, of hiding the sordid side of the war and sticking to the original idea of the book, which has as its object, the bringing to light of the little known body of pioneers, the East Indies and Egypt Seaplane Squadron. Like the branch of the 'Services' they were attached to, they were a 'Silent Service'. To the man-in-the-street, the title of the B.I. & E.S.S. conveys very little and still less when the sphere of operations were so far away from the major struggle.

One only requires intelligently to follow the incidents so ably described in this book, with the aid of maps at the end, to understand the significance and importance of the work carried through by them. The 'side-show' idea is soon displaced, and one can have nothing but praise and appreciation for their splendid work. The author has shown in this book that he was no mean observer and has made full use of his powers (both of observation and descriptive writing). The clear and facile manner in which Mr. Hughes describes the many places of interest visited makes the reader feel that he is actually walking through the places with the author.

On the whole this is a very interesting, descriptive and well written book. Pleasant and light, it is well worth reading.

Mr. Stanley Baldwin, speaking at Edinburgh, confessed his early love of Scott's novels.

thrilling and modestly-written book of travel.

We take off our hats to Captain McCallum, Mr. Lovel and Mr. Ramsay Williams; and do so twice to Mrs. McCallum.

OUR WEEKLY SERMON

The Roman Contribution to Christianity

MODERN CHURCHMAN'S VIEWS

[By the Rev. Alfred Fawkes, M.A., author of Studies in Modernism, The Genius of the English Church]

(Continued from February 9.)

Rome has never wanted saints, but it is not by saints that the strings of its action have been manipulated; sinners have pulled the wires to which saints danced. In particular a marked moral degeneration accompanied the sectionalism of the post-Reformation Church. F. X. Kraus speaks of the brutal Spanish Inquisition (The brutal Spanish Inquisition of Italy); Spain was the evil genius of Rome. For with all its faults the Roman temper is not fanatical. It is that of the diplomatist and the politician; for the rest, Gallic like, it cares for none of these things. An Antonelli, for example, through a dogma—the immaculate Conception of the Virgin, or the infallibility of the Pope—to plotlets as one throws a bone to a dog to keep him from barking, while he himself schemes for the temporal power, or the Non-Politan Regno. Spanish religion had the seriousness which Italian lacked. But it was a murderous religion. Spain was the Prussia of the sixteenth century, and its God was a Moloch; the fire without was kindled by the fire within. Again, the Reformation and post-Reformation Catholicism differ in extension.

The former, at least in the West, was 'The Church'; the latter is one of the Churches, the fragments into which Christianity was shattered in the sixteenth century; and there is all the difference in the world between the two things. The medieval Church contained many

and conflicting elements in a state of uncertain equilibrium. At the Reformation the fiercer and more active escaped, those that were left behind entering into new combinations and taking on new forms. Post-Reformation Catholicism is Latin, not European; and, as the Latinizing process has become more acute, the remains of the older freedom have disappeared; Jansenism, Gallicanism, Febronianism, in our own time Modernism, have been driven out. The continuity of the Catholicism of the twentieth century with that of the thirteenth is one of unintelligent assent, a thing of policy, ritual and formula; the spiritual kinship of the great figures of the Middle Ages follows other and larger lines.

Rising to Domination
The history of the Roman Commonwealth is reproduced with singular fidelity in that of the Roman Church. In each we see a body of men, strong rather than either intelligent or spiritually minded, indifferent to ideas, bent on material ends, prudent, tenacious, masterful, rising first to prominence, then to domination, and founding a Universal State. In each religion was employed as an instrument of policy. Its sanctions were not wanting to the Empire; the Imperial city and the Caesars received divine honours. The Church covered secular designs under the disguise of piety; her aims, her weapons were material; her wisdom was that of this world. Here, as there, decline followed close

upon maturity. Some germ of disease, it seemed, entered into the system. The governing body lost the qualities of an oligarchy. Its tenacity became stubbornness; its indifference to ideas, unintelligence; its caution, craft or fraud. For the extent to which the famous Congregation of the Index poisoned the springs of ecclesiastical literature, both by suppression and interpolation, I may refer to the first volume of Friedrich's History of the Vatican Council. Since 1507 (he reminds us) the study of the genuine text of the Fathers and ancient authors has been made impossible; it is in posterum non licet affirmare ex lectione veterum auctorum quid illi concierint, sed quatenus aut sententia Curiae Romanae, quae omnia depravavit (So that in future the reader cannot know the mind of the writer: what he finds in the opinion of the Roman Curia, which has poisoned the wells). And the world changed.

New Forces
New forces came into play; new elements made their appearance; success called for other qualities—intelligence, adaptability, quickness—than those that had been demanded in the past. The centre of gravity shifted from the Empire to the new nations, and from the Church to the Churches. In each case the older body lingered, in form, in name, but its life was gone. In that of the Church it still lingers, and may do so long. But it lingers as a survival of a past world in a new order. Slowly deterioration works upon it; slowly disintegration advances and cohesion decreases. It may disappear in the short agony of revolution; it may perish, more probably, in the long process of secular decay. In either case its destiny is the same.

Veni summa dies et ineluctabile tempus
Dardaniae: fulmus Troes; fuit illius, et Ingens
Gloria Teucrorum.
Great Qualities
The Latin genius has great qualities—order, unity—but they are discounted by one radical

incapacity—one thing thou lackest—the incapacity for dealing with ideas. It conceives religion and belief primarily as regulation, or enactment. Ecclesia non iudicat de rebus; it does not ask you what you think; but you must obey. This is not indeed the position of the priest or of the theologian; but it is that of official Rome. And it is probable that the inevitable loosening of the dogmatic principle among Latin Christians will be brought about less by criticism, for which they have in general neither aptitude, equipment, nor inclination, than by the relaxation of the political and governmental tendencies of the Church under the pressure of a new mental climate and by the conception of the Church as spirit, taking the place of that of the Church as law. Meanwhile, the Papeacy remains the most complete and consistent expression of the medieval outlook over life. Hence its unflinching attraction for the medieval mind, where this survives, as it does on a larger scale than we think, among us to-day. For it is possible to live in a time without being of it; the modern mind is exceptional even in the modern age.

Mental Life of To-day
To how many the conceptions on which the mental life of to-day is based—evidence, sequence, causality—are foreign and unintelligible! The scientific foundation is wanting; they live fragmentarily and, as it were, piece-meal in a disconnected world. This accounts for the reversions to type, the fantastic religious and moral aberrations, differing little in form and less in substance from those of the Lower Empire, which crop up from time to time among us; still more for a reaction, passing indeed but, for the time being, noticeable, in favour of an institution so closely bound up with the past, so intimately associated with religion, founded on so long an experience and so close an observation of human nature as the mother and mistress of all the Churches, the Catholic Roman Church.

It is not without significance that her title deeds should rest on a doubtful tradition—the Episcopate of St. Peter at Rome; an uncertain relic—the deposition of his remains in the Vatican Basilica; and on words that were in all probability not spoken by Christ. So amongst men truth and falsehood are mingled; so the colours of good and evil are mixed. 'Credes pass, ritas change, no altar stands whole.' But the connection of religion with external things, however close, is accidental; they pass; it remains. Papeacy's Refutation
The Papeacy is a fragment of a past world surviving in a later age; this is its refutation. For life is a stream; and, in religion, as else-

where, a return to the past is impossible: the past is a stage in a process that has been definitely left behind. And now from the conceptions of life and man and God which took shape in the Church of the Middle Ages—that "fascinating and august superstition," as an historian has described it—mankind is moving ever further away. Yet there is no idea, or set of ideas, which has greatly moved humanity which, for all its admixture of base metal, has not left a residuum of gold.

Même quand le progrès de la réflexion nous a montré que quelques articles sont à modifier dans la liste des choses que nous avions autrefois tenues pour certaines, nous ne rompons jamais avec le symbole sous lequel nous avons d'abord goûté l'idéal. Car la foi ne réside pas pour nous en d'obscures propositions métaphysiques; elle est dans les affirmations du cœur.

Even when the advance of reflection has shown us the necessity of modifying certain beliefs which were formerly held without question, we do not (says Renan), we never shall, break with the symbol under which we first discerned the ideal. For faith for us consists not in a formal assent of the understanding to obscure metaphysical propositions, but in the affirmations of the heart.—Renan, Marc Aurele.]

ENGLISH SINGERS

One More Concert to Be Given

The Sunday Herald is informed that the English Singers, whose recent concerts in Hong Kong were so great a success, have been persuaded to make arrangements to delay their departure from the Colony and to give one more concert at the City Hall on Friday, February 28, at 9.15 p.m.

The programme will be entirely new and will include, by special request, "The Street Cries of London."

The concert will be under the patronage of the Officer Administering the Government and Mrs. Southorn, who have graciously signified their intention of being present.

Vicecount Bridgeman is to conduct an "Impartial Investigation" into the administration of the headquarters of the British Legion. The London Chamber of Commerce and the Institute of Chartered Accountants have also been asked to nominate representatives.

VACCINATION

Ambulance Brigade's Campaign

WEEKLY RETURN

The number of persons vaccinated, free of charge, by members of the Ambulance Brigade, up to and including Thursday, February 20, is—
Chinese Y.M.C.A. Division . 12,198
King's College Division . 4,065
King's College Division . 4,065
Railway Division . 4,147
Indian Division . 3,070
Kowloon Division . 1,415
Mongkok Division . 18,168
Shaukiwan Division . 34,407
St. Joseph's College Division . 4,568
Motor Drivers' Association . 800
Division . 1,917
Chinese Athletic Division . 8,104
Un Long . 760
Victoria Nursing Division . 141
Y.W.C.A. Nursing Division . 330
Total to date:—93,550

"AND SO TO BED"

The Sunday Herald is informed by the acting Honorary Secretary of the Hong Kong Amateur Dramatic Club that the eagerly awaited production of James Bernard Pagan's "And So To Bed" will be staged at the Theatre Royal on March 23 and following nights.

The cast will be headed by Mr. W. A. Hannibal and Mrs. Grossman who will play the parts of "Samuel Pope" and "My wife, poor wretch" created in the original London production by Edmund Gwenn and Yvonne Arnaud.

For the important role of Mrs. Knight, the Club have been fortunate in enlisting the services of Mrs. Howard Johnson, a lady of considerable dramatic experience.

An excellent supporting cast has been secured.

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Thursday, February 27
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A Wonderful World

The Schoolboys' Exhibition, which is held in London every year during the Christmas holidays, was more attractive than ever last season. Instead of taking the motto "Boys will be Boys," the organisers of the exhibition have said to themselves "Boys will be Men" and all the exhibits are designed to show what a wonderful world the younger generation will inherit when it grows up. The development of banking during the last hundred years or so is demonstrated by the placing side, by side of the ledgers of a century ago showing, among other historic entries, the accounts of the Duke of Wellington, and the newest type of electrical calculating machine which registers debits, credits and balance by the skilful manipulation of a type-writer-like keyboard. Among other exhibits of particular interest to enquiring youth is a Noctovisor by means of which boys sitting in a darkened room can see and hear other boys in a similar room in another part of London; an Electric Eye which rings burglar alarms when one crosses its invisible rays the editor's den of a famous boys' newspaper; a zoo of strange pets, including a mongoose and a baby crocodile; a recruiting office for schoolboy detectives; and, a pond on which model speedboat races are held, in which any boy can compete.

Books and The Museum

Mr. Farquharson Sharp, who retired at the end of the year from the office of keeper of the Printed Books of the British Museum, met many famous people during his long term of office. Carlyle, Trotsky, Lenin, Bernard Shaw and Karl Marx all visited the reading room from time to time, and Samuel Butler was frequently there. He always used to ask for the same book, a dry, ecclesiastical work, and when it was removed, owing to a re-arrangement of the shelves, he made an angry protest. It afterwards transpired that the reason why he was so wedded to the volume was because it was a convenient size for him to rest his writing pad on! Mr. Sharp has been succeeded by Mr. Wilfred Marsden, a man of 51, who was educated at Wellington and Oxford and went to the Museum as a junior in the department he will now control. Mr. Marsden is superintending the entire recataloguing of all the books in the Museum, roughly estimated at three and a half million volumes. This task will take ten years and cost about £200,000. The catalogue when finished will occupy at least 165 volumes, which will cost £4 each.

Italian Art

The most important social event of the post-Christmas season was the private view of the Italian Art Exhibition at Burlington House on December 31. Everybody who is anybody in Art, Literature, Politics, the Church and the Stage was present. But this private view was different from any others. Instead

of being a pretext for idle chatter and for the showing off of beautiful toilettes, it was a serious occasion on which Art, for once, triumphed over triviality. Even those who came to talk stayed to marvel at the lovely Madonnas and Saints of the early primitives and at the wonderful Botticellis, Titians, Tintoretos, Giorgionos and Bellinis that adorn the walls of the Royal Academy in such a blaze of genius.

Lost in Reverie

The Church was particularly well represented, and Dean Inge, lost in reverie before many a picture, the Archbishop of York, the Bishop of Willesden, the Dean of Westminster and a host of other ecclesiastical celebrities thronged the galleries. Lady Oxford, who never misses a private view, was wearing green, trimmed with astrakhan, and wheeled her invalid sister about in a chair. Lord Reading was so intent on the pictures, he did not bother to look for friends, and Lord Broughtford seemed to be in his element. Among famous Edwardian figures were Sir Arthur Pinero, Sir Johnston Forbes-Robertson, Lady Alexander, resplendent in garnation-coloured velvet, and of course Dame Madge Kendall, looking younger than ever, in an entrancing bonnet trimmed with Parma violets.

"Ishbel" at "Work"

Mr. Ramsay MacDonald and his family have been spending a quiet holiday at their cottage at Lossiemouth in the Highlands of Scotland. When she is at Downing Street, Miss Ishbel has nothing to look after the household affairs. This is done by a charming Dutch lady, Miss Byvoets, who has kept house for the MacDonalds for years. But at Lossiemouth, Miss Ishbel and her sisters have shared the "work" and have thoroughly enjoyed it, too. Miss Ishbel once took a domestic science course at King's College, London, and she finds domestic work a pleasure rather than a task. She is particularly fond of the simple Scottish cooking. In the tiny kitchen at Lossiemouth, Miss MacDonald has her "girdle" and every day on her return from the long walk she delights to take with her father she makes dropped scones for tea.

King George's Music

King George has a very fine music library, which besides containing many hundreds of volumes of printed music which provide an interesting record of the musical taste that prevailed at the Court from the accession of George III to the death of the Prince Consort, also includes a number of manuscripts, unknown to the public, and ranging over two centuries and a half. Many of these manuscripts are of Royal compositions, for many members of the Royal Family have been quite creditable composers. The Prince Consort has half a dozen published scores to his credit, and the list of his manuscripts fill nearly three pages of the catalogue of the library. He collaborated with his brother, Duke Ernest, in a volume of songs and ballads, and two of the Duke's operas also repose in the library. A very interesting item in the library is a presentation copy of the ex-Kaiser's "Sang an Aegir. Dichtung und Composition von S. M. dem Deutschen Kaiser. . . Wilhelm II," which he sent to Queen Victoria with the inscription, "To my dear Grandmother, with deepest respect from her affectionate Grandson, William I. R." Another of Queen Victoria's grandsons, the Grand-Duke of Hesse-Darmstadt, is less formal. He inscribes his "Erinnerung an Ilnekoo" for piano to, "My own darling Grandmother from her devoted Grandson, Ernie."

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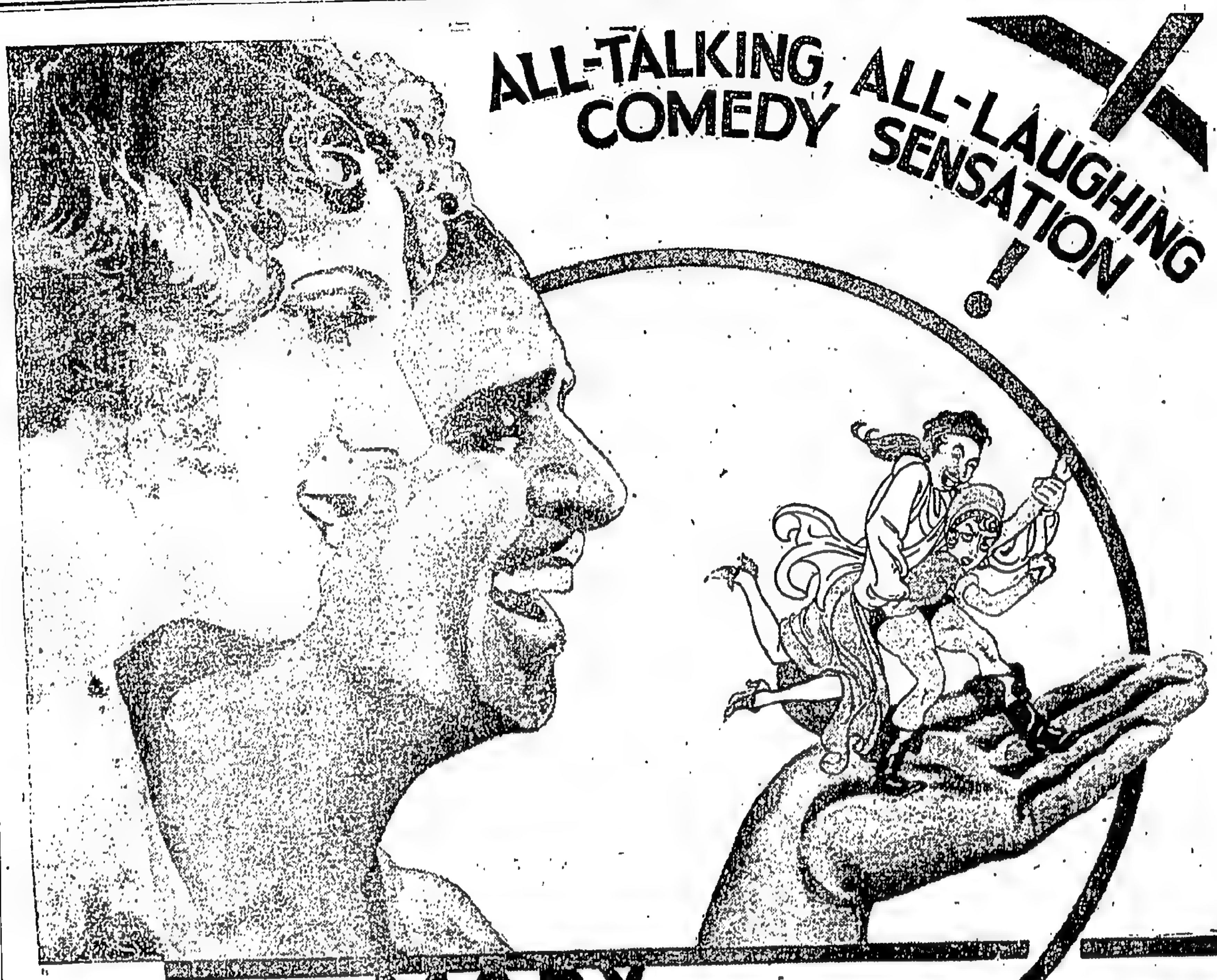


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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

HUMBER "SNIPE"

Challenge to the Americans

SPECIFICATION

Maker.—Humber, Ltd., Coventry, World Exporters.—Rootes, Ltd., Devonshire House, Piccadilly, London, W.1.

Engine details.—Number of cylinders.—Six. Watercooled with impeller and fan. Thermostatically-controlled radiator shutters.

Bore.—80 mm. Stroke.—110 mm. Cubic capacity.—3495.6 c.c. Treasury rating.—23.8 h.p. Tax.—£22.

Ignition.—Coil with automatic advance. Lubrication.—Forced with pressure filter. Carburettor.—Stromberg vertical pump type with water-heated manifold. Other details.—Overhead inlet valves. Chain-driven camshaft. Four point suspension on rubber transoms.

Clutch.—Single dry plate, Ferodo lined.

Gearbox.—Four speeds and reverse. Right-hand control in visible gate. "Silent" third speed.

Itallo.—Top, 4.55 to 1; third, 6.06 to 1; second, 11.23 to 1; first, 16.82 to 1.

Transmission.—Hardy-Spicer propeller shaft to spiral bevel final drive.

Brakes.—Bendix Duo-Servo two-shoe brakes on all four wheels. Operated by pedal. Hand lever operates brakes on rear wheels.

Steering.—Marles worm and roller system. Turning circle, 30 ft.

Chassis lubrication.—Silentbloc bushes and self-lubricating bearings are fitted where possible. Remaining points lubricated by grease gun.

Springing.—Semi-elliptic, fore and aft. Rear springs underlaid. Silentbloc shackles bushes. Hartford shock absorbers.

Wheels and tyres.—Wire. Dunlop "Normal" tyres, 29 in. by 5.5 in. Patrol system.—Rear tank, 12 gallons (two gallons reserve). Supply by A.C. fuel pump. Petrol gauge on dash.

Lighting and starting.—Lucas dynamo and starting motor.

Wheelbase.—10 ft.

Track.—4 ft. 8 in.

Ground clearance.—3½ in.

Prices.—Saloon (model tested), £535. Other models range in price from £495 to £565.

At the last Motor Show at Olympia there were on exhibition certain cars designed and produced as a challenge to the Americans.

Two cars stood out from all the rest and one of the two was the Humber "Snipe."

Its price was low—£495 for the open four-seater—its equipment was comprehensive, its performance was good and its speed high.

The makers claimed for it a maximum effective speed of 75 miles an hour and later tests have shown that the claim was justified. Its three and a-half litre engine makes it suitable for work abroad where roads are not like billiard tables in the matter of surface.

During my test I drove to Coventry and back. On the outward half of the journey I had to follow another car which, because of dilapidations, had a maximum speed of about 45 miles an hour. Thus the drive was tedious. At a speed of from 30 to 40 miles an hour sleep is easy in the "Snipe," and the general simplicity of driving was such that inattention was also easy. The type of man who finds little use in gearboxes will be satisfied with the "Snipe," as a lazy driver need never change down from top on normal British roads. The "silent" third speed is reasonably quiet and the change-down is simple—in fact, the entire gearbox is foolproof. Acceleration is excellent and the car leaps up to 60 miles an hour with an effortless sweep. Progress to 70 is naturally a little slower, but that speed can be held as long as traffic permits.

The return journey was more pleasant. We left Foleshill, a mile or two north of Coventry at 3 p.m. and one hour later—in spite of a careful passage through Coventry, the home of the worst drivers in the world—we had covered a distance of exactly 45 miles. Driving was comfortable and easy throughout. The high average speed was maintained largely as a result of the power of swift acceleration inherent in the car. The only trouble of the drive was caused by the brakes. Smooth in application in the early stages, they were inclined to become slightly too effective when swift pressure was applied and, as a result, the car buck-jumped a little in emergency "pull-ups." This fault was probably due to bad adjustment. The car held the road well at all speeds. Cornering was good and there was no tendency to roll.

The "Snipe" does not in its outward appearance convey any suggestion of high speed and the most respectable of maiden aunts could be taken for a drive ignorant that she was being transported in a machine with a performance better than that of many so-called "sports" car. There is a touch of humour in the defeat which can be inflicted by the "Snipe" on the fierce lads who crash along the roads in an atmosphere of noise, streamline and burnt castor oil. There is a difference between attaining and holding a speed of 75 miles an hour. What the "Snipe" has it holds. In spite of its high maximum speed the car is easy to drive in traffic. My 210 mile test drive on December 18 caused less exhaustion than has many a drive of 100 miles or less.

The bodywork is good and is comfortable. The equipment is as complete as needs be. The petrol consumption appears to be low. In this drive I used about 9½ gallons. Many miles were driven in traffic and the car itself was now. If this account appears to be over-eulogistic the doubtful reader should prove its accuracy by demanding a trial run from a Humber agent. The "Snipe" will induce thinking among American manufacturers, and if, in addition, it causes thought on the part of certain British manufacturers no harm will be done. The "Snipe" should earn as much distinction as did the 10-12 h.p. Coventry Humber of days long past. W. E. de B. W. in the Army, Navy, and Air Force Gazette.

The "Snipe" does not in its outward appearance convey any suggestion of high speed and the most respectable of maiden aunts could be taken for a drive ignorant that she was being transported in a machine with a performance better than that of many so-called "sports" car. There is a touch of humour in the defeat which can be inflicted by the "Snipe" on the fierce lads who crash along the roads in an atmosphere of noise, streamline and burnt castor oil. There is a difference between attaining and holding a speed of 75 miles an hour. What the "Snipe" has it holds. In spite of its high maximum speed the car is easy to drive in traffic. My 210 mile test drive on December 18 caused less exhaustion than has many a drive of 100 miles or less.

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New York taxi drivers obeying Commissioner Grover Whelan's sartorial edict will be dressed in the above costume. The fetching ensemble consists of a rubberised duster of black and pearl gray, cut to the figure from the shoulder to waist line and slightly bouffant in the skirt. A modish visored "pop-over" cap worn at a slightly rakish angle will also be the "dernier cri" for the cab pilots.

"CHRYSLER'S"

New York Architects' Surprise

What is claimed to be the world's tallest skyscraper, the Chrysler building in Forty-Second Street, stands triumphant in New York after a most amusing contest in architectural history with another American structure, the Bank of Manhattan, in Wall Street.

The contest between the two architects who designed these skyscrapers was for the world's tallest building, and the matter is still undecided. The Chrysler building is 1,030 ft. high from the pavement to the tip of its lantern tower, 46 ft. higher than the Eiffel Tower in Paris, while the Wall Street structure is 925 ft. high, including a 50 ft. flagpole.

But although the Chrysler skyscraper is claimed to be the tallest in the world, it has only 68 storeys, compared with 71 carried by the Bank of Manhattan, which offers living accommodation at a height above that of any office which may be rented in its Forty-Second Street rival.

How It Began

The contest came about in this way. Two American architects, Mr. William van Alen and Mr. H. Craig Severance, former partners, separated, and each received a contract to design the world's tallest building.

Mr. van Alen designed the Chrysler and Mr. Severance the Wall Street building. The bank's foundations were started before the old building on the site had been pulled down. The Chrysler building was begun in October, 1927, and when it halted at the 98th storey, Mr. Severance thought the victory was his.

But Mr. van Alen had a mystery up his sleeve, but nothing was said about it until the American flag was seen one day floating 185 ft. above the Chrysler skyscraper's topmost storey. This feat was accomplished by means of a slender lantern tower, far larger than but similar to the delicate tower that graces Amiens Cathedral in France.

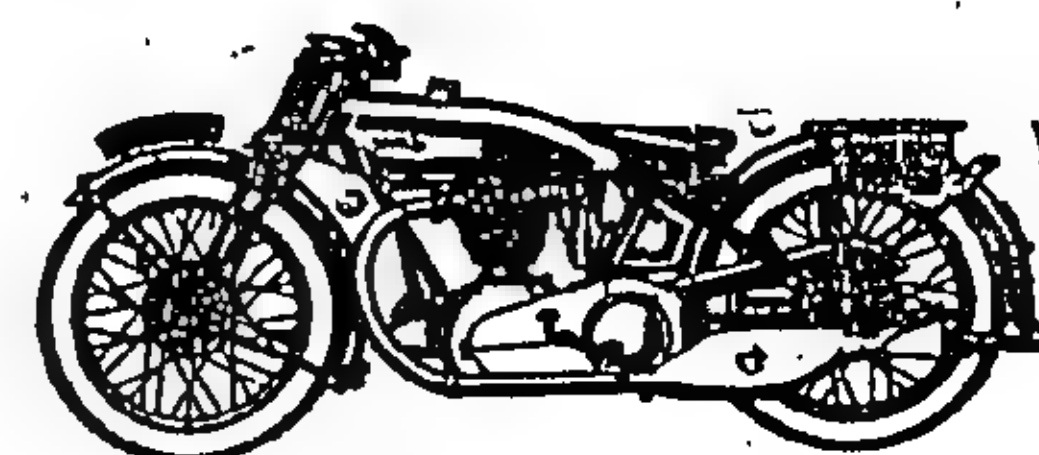
This Chrysler pinnacle was constructed in a lift-shaft and raised slowly by a derrick tackle and block.

The architect believes that any elevation over 1,000 ft. is a mountain, and the opinion of the National Geographical Society is being sought as to whether the Chrysler building may be termed a mountain. It is reported that some thousands of dollars have been wagered by those interested in the rise of New York's latest skyscrapers.

For the moment, however, a Daniel is wanted who shall solve the knotty point arising out of Mr. van Alen's claim that the Chrysler building rises higher than the Bank of Manhattan, coupled with his failure to provide living accommodation at a height equal to that which the bank can offer.

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REMEDYING A FAULT

Occasionally one encounters among riders on the road, and perhaps even in the Blue 'Un's Correspondence columns, faint traces of a suspicion that the supremacy of British motor cycles is more propaganda, and that it may not actually be so pronounced as the Press suggests. May I talk absolutely frankly about it? I have not yet visited our own Oversea Dominions, and it is true that in some of them American machines still sell quite freely, largely because of bad service on our part in the past, a fault which is in process of being remedied. I met a big Australian trader at Olympia, who was ordering 4,000 British bikes for 1930, although he had made his money out of American bikes. So far as Europe is concerned, on my Continental assignments I have repeatedly seen a kind of stupor descend upon the crowd at great races, because the other European riders and machines were so literally and obviously outclassed; and I have never yet seen the British representatives hard-pressed in any such event. In fact, the only occasions during 1929 when I, as a British Pressman, have had to sit and watch a bike from another country enjoying the limelight were the Lightweight T.T., wherein Ghersi led five laps, though he could not finish; and the speed tests at Contrin aerodrome, which concluded the International Six Days, in which Scenius and Baylon, on B.M.W. machines, were faster than any of our lads, though we annexed all the chief awards of the week. In other words, British supremacy is an incontestable fact, though its duration is unlikely to be eternal.

Brakes Which Bite
I occasionally ride a trade machine which strikes me as an extremely perilous marketing proposition, because its brakes, and especially the rear brake, are so easily locked, and have such a fierce bite. This inflicts no risks on an old hand, who never takes out a strange bus without applying its brakes experimentally within the first hundred yards; this precaution is essential because the pedal may be any old where; it is doubly wise, because the brakes may be creamy or tigerish, and one has to know. But the average duffer is easily scared. When he is scared he acts on instinct. His instinct is to stamp. And if you stamp on a brake which bites, you are pretty certain to go over, unless you possess such a knack of balancing and bus control as distinguishes Dodson from me. Some years ago a famous car was criticized in the technical Press by every laddie who wrote about it because its brake pedal required so much pressure to apply full braking power; you had to brace your leg at the pedal as if you were a 'Varsity athlete on the spur. Now that always struck me as a sound point, because the toggle-and-stamp type of novice stamps on his brakes when he shouldn't. Contrariwise, as Tweedledum used to say (or was it Tweedledee? My 'Alice' isn't handy), I drove this summer a car which evoked peans of praise from all the Frioleau gang, because its brakes were so splendid. All I can say is that when I took it out I spun it into a blur on slime, because its brakes locked as soon as the pedal smelt my boot. So

I appeal to makers not to send out brakes which bite.

Try It On The Dog

Here is a mild brain-wave about massed starts in the T.T. Assuming (I hate it, but still) that the A.C.U. lacks the pluck to institute a massed start in all the 1930 T.T. Races, why not experiment with the nation in the Lightweight Race only? This is often rather a drearyish event for it secures a smaller entry than the others. It very seldom produces a really tight finish, and the alleged danger would be reduced to a minimum by the fewness of the riders, and their natural readiness to start cannily, knowing that they do not contain twenty potential 75 m.p.h. champions. There couldn't be any danger in the plan in this event, and it might cheer up the four-hour battle. Afterwards, the doubling Thomases on the A.C.U. Committee would possess some fresh data on which to base decisions for 1931. At the moment quite a number of them have never seen a massed start, such as every Continental organiser accepts as naturally as we accept cold mutton on Mondays.

Room for Everything

Time was when readers accused me of gadgetitis, an affliction from which most of us suffer in youth. I was cured when makers began to supply full equipment. But I grieve bitterly to myself every summer on the subject of tool and kit storage facilities. A few years ago most bikes had a couple of really capacious panniers, in which one could carry all one's needs. They have shrunk perceptibly year by year for some seasons past; partly because cut prices led some makers to be content with one; partly because two fat bags look ugly; partly because fairies like to straddle the carrier, and the sort of fairy we affect isn't broad enough in the beam to straddle two really useful bags plus a sensible mudguard. So even the good bus of 1930 often has a miserably inadequate cubby-hole for tools, spares and kits, located low down so that one cricks the spine in getting at it; with a lid opening sideways, so that everything leaps out when you open it; and with space for about a quarter of what every roadster article advises a wise man to carry. Now, the Hutchinson Compuctum utilises space that is usually wasted. It provides lashings of room; it is long enough to house a tyre pump and a big spanner. When you put things into it, they stay put. I hope it will adorn lots of the 1931 buses.—'Ixion' in The Motor Cycle.

WATER 'BUS TESTED

Sir Samuel Instone's Scheme

A glimpse into the future was afforded Londoners on the Embankment when a "water-bus" was tried out on the Thames. The trial was in connection with Sir Samuel Instone's proposed motorboat service, and its purpose was to test the engines and speed. The craft, which carried 30 people, was without the "conchwork" intended for it.

Sir Samuel Instone, as a passenger, was taken from Westminster to Hammersmith Bridge, and then back to the Tower Bridge.

Speaking to the Journal of Commerce representative during the trip, he said, "This scheme for water-buses is sound. Why should a great artery like the Thames be used by a few tugs and barges only? It is absurd in a city so traffic-congested as London. A great saving of time would be effected by water-buses. It would be possible to go from Victoria to London Bridge with three stops in 20 minutes. With regard to landing stages, I think the public have a right to expect the authorities to give facilities for water-buses in the way they give facilities for road transport."

AID FOR THE PEDESTRIAN

An interesting improvement on the methods adopted for dealing with the traffic problem is being introduced in Paris. Foot passengers will now have the means of acting on their own behalf when they desire to cross a street or square at a point marked by two lines of brass nails. Hitherto they have had to wait until the roadway was clear and take their chance, relying on drivers of taxicabs and motors to slow down, as they are supposed to do, on approaching the brass nails. Very often foot passengers had to wait a long time, but now they will be able to signal when they desire to cross.

M. Chlappe, the Prefect of Police and M. Guichard, the Director of the Municipal Police, have devised an apparatus consisting of posts, to which a red signal is attached on each side of the crossing. The foot passenger presses an electric button and a red signal appears. On seeing it drivers of vehicles have to stop and remain stationary for fifteen seconds. This period is considered sufficient to allow passengers to cross.

But, while means are given to people to enable them to cross the road, the means cannot be abused. When the red light has disappeared a minute must elapse before it can be used again.

GENERAL MOTORS

Extension Scheme in Java

The extension and rearrangement programme started by N.V. General Motors, Java, August 1, 1929, is fast nearing completion. The old assembly and warehouse buildings have been extended to cover an additional area of 2,116 square metres to permit more efficient operation and better working conditions for the men. With this programme completed, the present building line is extended to within a few metres of the roadway and very attractive layout is presented, for the old temporary buildings which formerly occupied this site are now removed. A new inspection building is also completed, covering an area of 740 square metres and making it possible to install additional equipment for more accurate testing of all cars after their assembly.

Commercial cars have been in increasing demand in the Dutch East Indies and Malaya for the past few years. The volume of sales of N.V. General Motors in Java since its inception has shown a very healthy increase towards trucks and buses, and because of this increased demand a Commercial Body Plant has been inaugurated. The building housing the new operation, which covers an area of 1,352 square metres, is now completed.

CUSTOM WORK ON SPRINGS

What is known as custom work on springs is a phase of the motor world little appreciated by the average car-owner. A spring seems to be merely a spring and the idea that it is subject to special treatment does not occur to him.

Such custom work, however, is available to those who want to get the best riding qualities from their cars. The first step is to weigh the car in order to ascertain whether the springs are appropriate for the task they must perform. The second step is to put the springs themselves into condition.

The trouble with most springs is that the leaves touch only on high spots. In the specialist's shop these high spots are removed so that the leaves work smoothly against each other for their entire area.

The final steps are lubrication and the proper adjustment of the spring control devices. With a custom spring job a car can be made to ride just as required.

WASTEFUL HABITS

Bad driving habits and improper care of the car are usually responsible for abnormal consumption of petrol, according to Mr. Frank N. Nutt, research engineer of the A.C. Spark Plug Company, who cites the causes of these faults as under:—

Letting the engine run at high speed while idling in traffic. Many drivers have his bad habit.

Uneven acceleration, that is, stepping on the accelerator unsteadily.

Racing the engine in spurts when waiting for the traffic "go" signal.

Driving with fouled spark plugs. This wastes about 20 to 25 per cent. of the petrol used for every plug that is out of commission.

Dashing up to a street and then jamming on the brakes. Also this is hard on a car and is a dangerous practice.

Dragging brakes waste petrol and wear out brake linings.

Driving too long in first and in second gear before shifting to top.

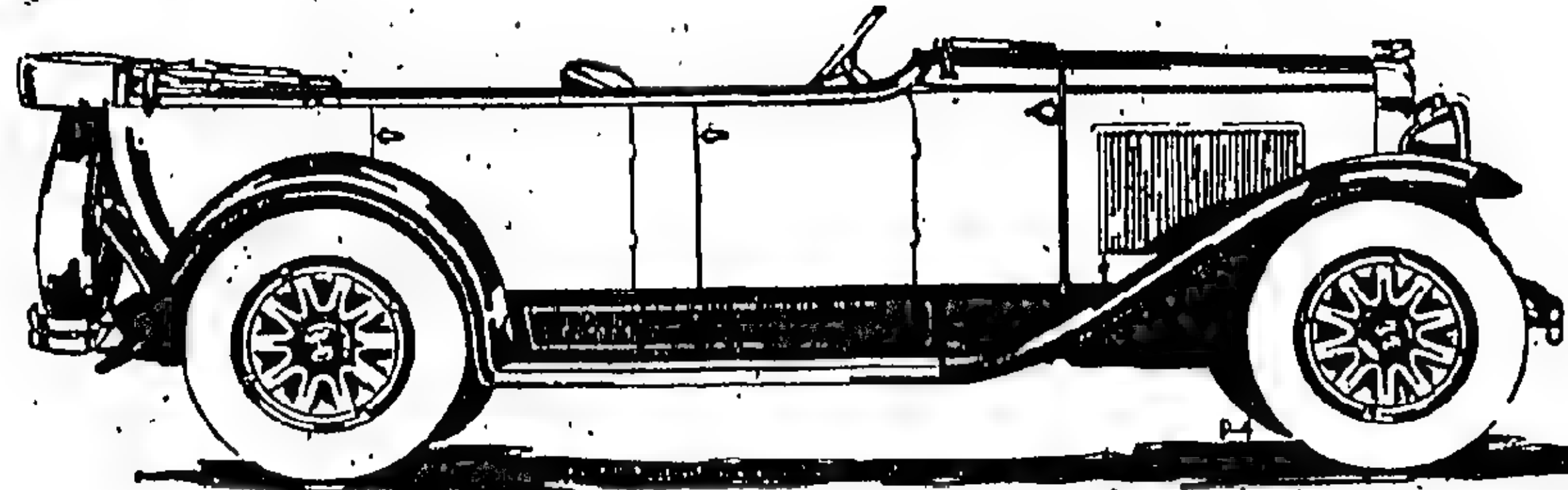
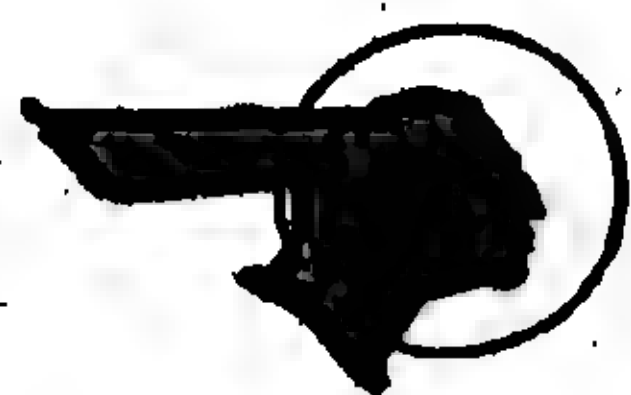
Careless drivers frequently pay no attention to simple warnings of coming trouble in their car. Mr. Nutt added: "What would usually amount to a minor repair if attended to at once often is permitted to grow into a large one. This is why the periodical car inspection and overhauling is necessary to keep cars in the best operating conditions."

Tyre Service

Now that so many motorists are wisely purchasing tyres that give safe service up to 40,000 miles, it may be an appropriate time to point out that no such mileage should be expected of the inner tubes if the motorist does not cover this distance in less than two years. Inner tubes become hard and porous with age. This means that they leak air slowly and thus trick the owner into going about with his tyre under inflated. If the car is driven only 10,000 or less miles per year, it is a good plan to use new inner tubes after the car has gone 20,000 miles or so. This rule naturally does not apply where a motorist concentrates his mileage. Because air has to be put into the tyres rather infrequently when they are new there is a natural inclination to forget to increase the frequency of inspection as time passes.

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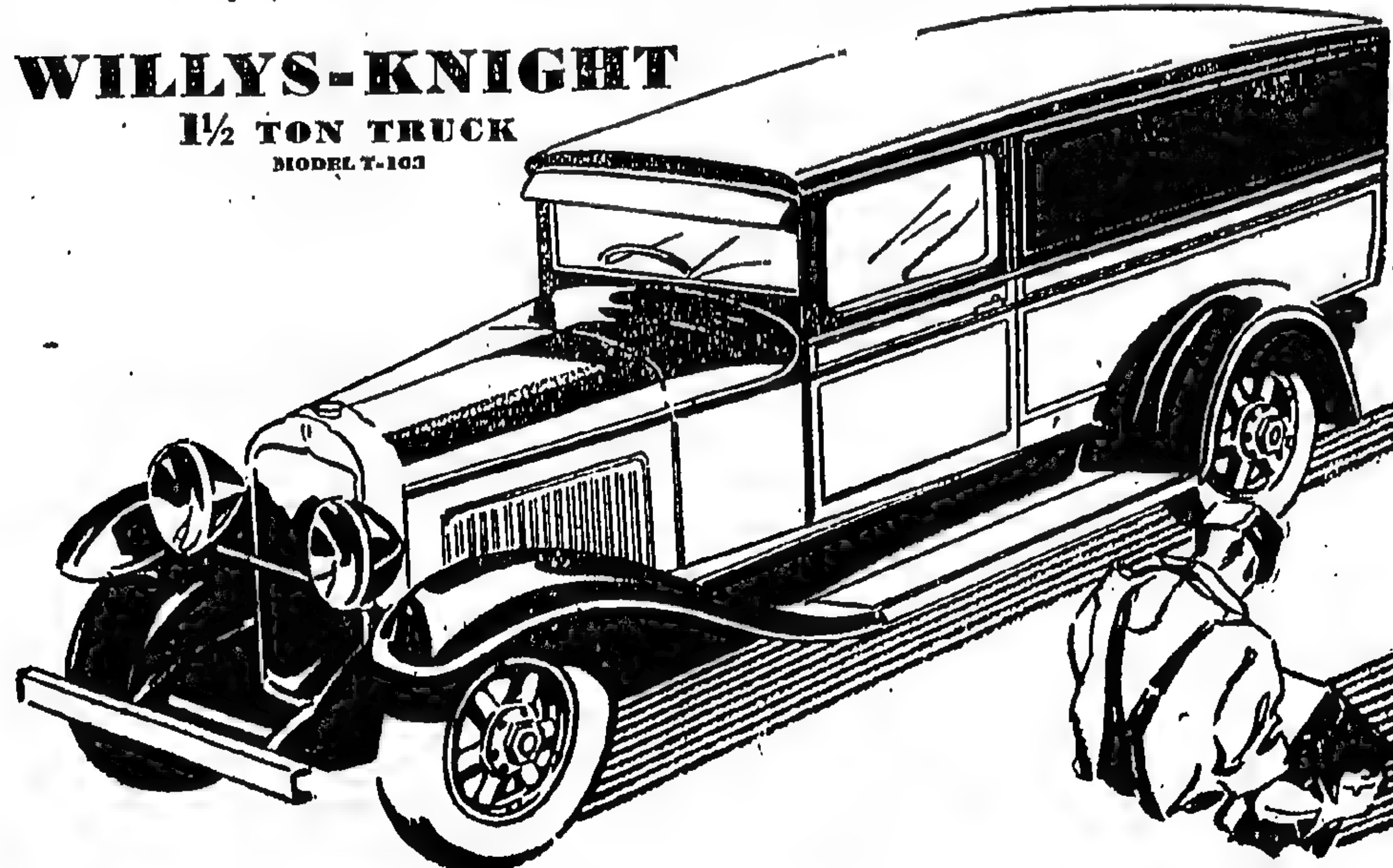
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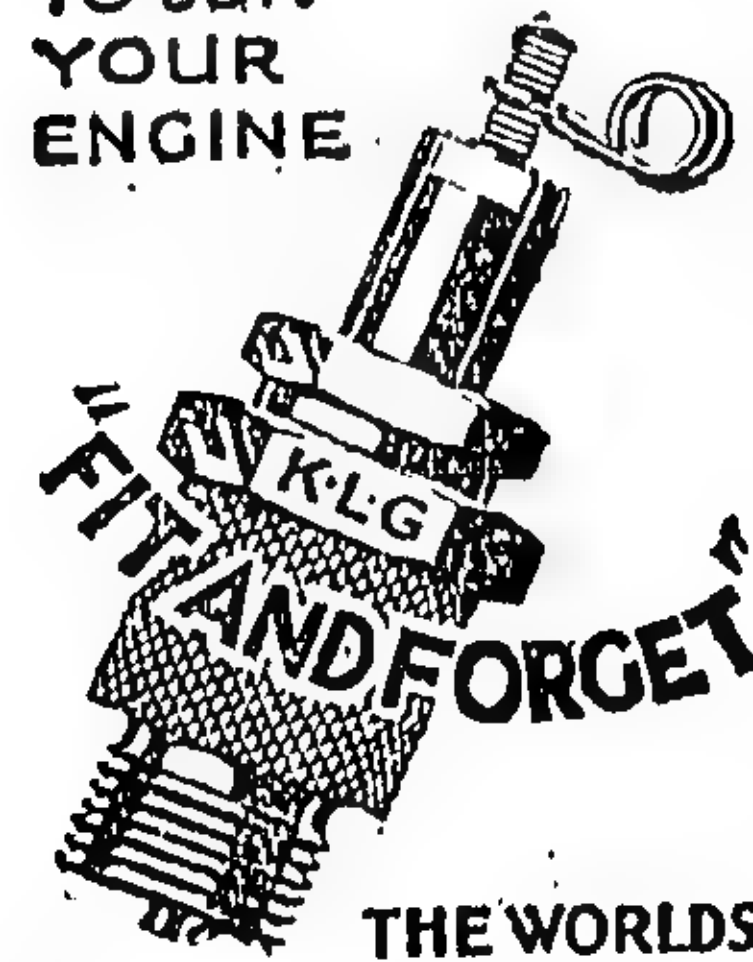
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RULES OF THE ROAD

MOTORISTS' CHARTER

"Owner Driver" written in the Review of Reviews.

The "Road Traffic Bill" is out at last, and a very good Bill it seems to be. In the course of its passage through Parliament it may be improved or damaged; but, as it stands, its valuable provisions so far outweigh those which may appear doubtful that motorists in general will give it a hearty welcome.

The best thing about it is its obvious tendency to lay down a law which can be obeyed. The old law, passed twenty-five years ago, before the development of the motor-car and of motor traffic could be clearly foreseen, was obsolete from the beginning. About that time I remember seeing a play in which one of the principal characters was a Cabinet Minister. He confessed that he had driven from town to the country house in which the scene was laid, at a speed that defied the 20-mile limit. When he was rebuked for breaking the law which he and his colleagues had caused Parliament to enact he answered: "Who bothers about the law with a good car on a clear road?" or words to that effect.

This has been the case, only more so, ever since. Now the stupid 20-mile limit is to be swept away. In its place come new checks upon road-hogging in the form of heavy penalties for dangerous driving. For this offence the penalty is to be a maximum of three months' imprisonment or a fine of £50 on a first conviction. For subsequent convictions the fine may be raised to £100 if the conviction be summary. If it be obtained on indictment the penalties are raised to six months' imprisonment and a fine. All convictions for this offence are to be indorsed on the motorist's licence; and unless there are special reasons to the contrary, the licence is to be withdrawn on a second offence.

Therefore it is possible, and indeed probable, that many a road hog will be lodged in a special sty if the Bill becomes law. Nobody, least of all a decent motorist, will pity him or her.

Another offence, that of "careless driving" is defined as driving "without due care and attention or without reasonable consideration for other persons using the road," but a conviction for this offence will not entail the withdrawal of a licence, nor do the penalties for it seem to be clearly specified. The object of defining this new offence is apparently to provide an alternative to the "dangerous driving" charge. Without it, a motorist might be liable to prosecution and to heavy penalties for a minor or even a technical offence. In order that motorists may know what technical offences are, the Minister of Transport will issue a "highway code" costing a penny a copy. While failure to observe the code would not in itself be an offence, the fact that it had not been observed might be used as evidence in an actual offence committed. The net effect of the "dangerous" and "careless" driving clauses, and of the existence of an official code, should be to render motorists at once more cautious in their own interest and more considerate of others.

The Bill makes no provision for a definite test for drivers. It accepts the view of the Royal Commission on Transport to the effect that, having regard to qualifications that are only to be acquired by knowledge and experience, no preliminary tests can be effective. On this point I think the Bill might be extended and improved. If persons now holding licences may be supposed to have gained the requisite knowledge and experience, and be left to face the terrors of the law without further qualification, something might be done to ensure that new applicants for licences shall be fit to take the road. As I have before suggested, it would be a good thing if all such applicants were required to produce a certificate of fitness and of road experience from a registered teacher, all professional teachers being obliged to register themselves to this end. If the professional teachers themselves were compelled to pass severe tests as a condition of registration, a considerable safeguard would thus be provided.

Certain changes which the Bill recommends should tend to diminish accidents on the road. Though the age for motor-car drivers is not raised above the present minimum of 17 years, it is raised to 21 in the case of heavy motor-cars, tractors or locomotives. In the case of motor-cycles the age is increased from 14 to 16; and it is made unlawful for more than one person to be carried on the pillion, while any pillion rider must sit astride on a proper seat securely fixed. Moreover, applicants for licences will be required to declare whether they are suffering from any disease or physical disability which would be likely to cause their

driving to be a source of danger to the public. Severe penalties are proposed for any false declaration. Among the disabilities indicated are bad sight and inability to fit. An applicant who is refused a licence may, however, demand to be put through a practical test in driving, and has a right of appeal to a court of Summary Jurisdiction. On obtaining licences, all drivers will be required to insure themselves against third party risks and to carry with them a "certificate of insurance" in the same way as they now carry their licences.

Some of the most remarkable provisions of the Bill relate to the maximum speeds of heavy vehicles, such as locomotives, motor coaches and tractors, lorries and other goods vehicles. Motor-cars constructed to carry not more than eight persons in addition to the driver are exempt from any speed limit; but the schedule of speeds for other types of vehicle is as follows:

Class of Vehicle	Maximum speed Miles An Hour.
Heavy Locomotives	
(a) Within any city, town or village	3
(b) Elsewhere	5
Light Locomotives	
(a) When not drawing a trailer or more than two trailers, if all the wheels of both the locomotive and any trailer drawn thereby are fitted with soft or elastic tyres	8
(b) In any other case	5
Heavy Motor-cars and Motor Tractors	
(1) Passenger Vehicles—	
(a) If all the wheels are fitted with pneumatic tyres and not drawing a trailer	30
(b) In any other case	16
(2) Goods Vehicles and Motor Tractors—	
(i.) Without trailer—	
(a) If all the wheels are fitted with pneumatic tyres	20
(b) If all the wheels are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	16
(ii.) With trailer—	
(a) If all the wheels, both of the drawing vehicle and of the trailer, are fitted with pneumatic tyres	16
(b) If all the wheels, both of the drawing vehicle and of the trailer, are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	12
(iii.) In any other case	5
Motor-cars and Motor-cycles	
(1) Passenger Vehicles—	
(a) If all the wheels are fitted with pneumatic tyres, and the vehicle is not drawing a trailer, and is constructed to carry more than eight persons in addition to the driver	No limit
(b) If all the wheels are fitted with pneumatic tyres, and the vehicle is not drawing a trailer, and is constructed to carry more than eight persons in addition to the driver	30
(c) In any other case	20
Goods Vehicles—	
(i.) Without trailer—	
(a) If all the wheels are fitted with pneumatic tyres	30
(b) If all the wheels are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	20
(ii.) With trailer—	
(a) If all the wheels, both of the drawing vehicle and of the trailer, are fitted with pneumatic tyres	16
(b) If all the wheels, both of the drawing vehicle and of the trailer, are not fitted with pneumatic tyres but are fitted with soft or elastic tyres	12
(iii.) In any other case	5
Invalid Carriages	10

These speeds follow the recommendations of the Royal Commission on Transport, except that the speed limit for motor coaches with pneumatic tyres has been reduced from the 35 miles an hour proposed by the Commission to 30 miles an hour. This reduction is likely to lead to some outcry among the owners of motor coaches, many of which now run at speeds exceeding 40 miles an hour even on narrow roads. With their case I have very little sympathy. Large numbers of these coaches have been built without regard to the width of the roads along which they pass or to the inconvenience and even danger they cause to other road users. Again and again during the past twelve months I have been obliged to drive at a speed above forty-seven miles

an hour in order to overtake them on roads in the South of England; and, as these coaches have a habit of bunching themselves together, it has sometimes been necessary to drive along behind them or between them for miles on end, inhaling their exhaust fumes, before an opportunity occurred to pass them. To overtake a motor coach or a lorry that is running at, say, forty miles an hour and is blocking by its bulk a clear view of the road ahead, is apt to be a dangerous operation which a sensible motorist will not risk unless he or she is unable to do otherwise. But if motor coaches keep to thirty miles an hour and are driven with reasonable consideration for other users of the road, the danger of passing them will be greatly reduced. At some future time, when all roads may be broad, well-cambered and fairly straight, the case for limiting the speed of heavy vehicles may lose its present force; but, in conditions as they are to-day, the proper place for people who wish to travel on narrow winding roads in large coaches at the speed of express trains, is in express trains.

The longest part of the new Bill consists of thirty-eight clauses dealing with the regulation of public service vehicles. The Bill proposes that the country shall be divided into 12 traffic areas, each of which is to be subject to three Commissioners who are to be responsible not only for licensing but for the conduct of adequate and efficient services. On the other hand, the Commissioners will eliminate unnecessary services, though they will provide remunerative services, where necessary and co-ordinate all forms of passenger transport in their respective areas. The Minister of Transport will be empowered to make regulations for the proper construction of public service vehicles, and to govern the conduct of drivers and passengers.

In both Houses of Parliament the Bill will be closely scrutinised and may have to withstand attacks from quarters which are not reconciled to the disappearance of the speed limit for "light" cars and motor-cycles. It would be well if the Minister of Transport in the House of Commons, and whoever may be in charge of the Bill in the House of Lords, should ask partisans of the speed limit to state whether they are competent to drive a motor-car themselves and, if not, what their qualifications may be for offering an opinion on the subject. I should also like to see some penalty included in the Bill for the offence of "walking to the danger of road users and of the public." If motorists are to be compelled to be careful, it is only right that pedestrians who walk upon or cross the roads should be made to feel that they too have a duty to others as well as to themselves.

During the wet month of November the folly of pedestrians was exhibited in an astonishing degree. However carefully a motorist may drive on wet and slippery surfaces, it is not always possible to pull up within a yard or suddenly to steer clear of reckless pedestrians. In some cases which I have personally observed, lives have been saved only by the highest skill on the part of drivers whose cars were running well below the 20-mile limit in London streets or on suburban roads, and in some of those cases not even skill could avoid dangerous skidding.

On the subject of skidding, especially in its most paralyzing form, front-wheel skidding, I have to offer a suggestion which motorists may find valuable. At the beginning of the autumn I put strong new tyres on the front wheels of my car, though, like the back wheel tyres, they were still in pretty good condition. Nevertheless I had three front-wheel skids at various places in London when "cornering," although I was driving at less than ten miles an hour on third speed with the clutch in. Thanks to these precautions, anything like an accident was avoided. But the experience was unpleasant. Careful experiment, with expert professional assistance, revealed the fact that one of the front wheel tyres was slightly less inflated than the other, and that, in cornering, the anti-skid surface of that tyre became depressed so that the smooth portion of it touched the road. Full inflation of both tyres at once corrected this defect. An extra precaution I have now put fully inflated new tyres on the back wheels also, so that no failure of the back wheels to grip the road surface to the fullest extent may, in future, throw any extra strain on the front wheels.

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PUBLIC REVOLT

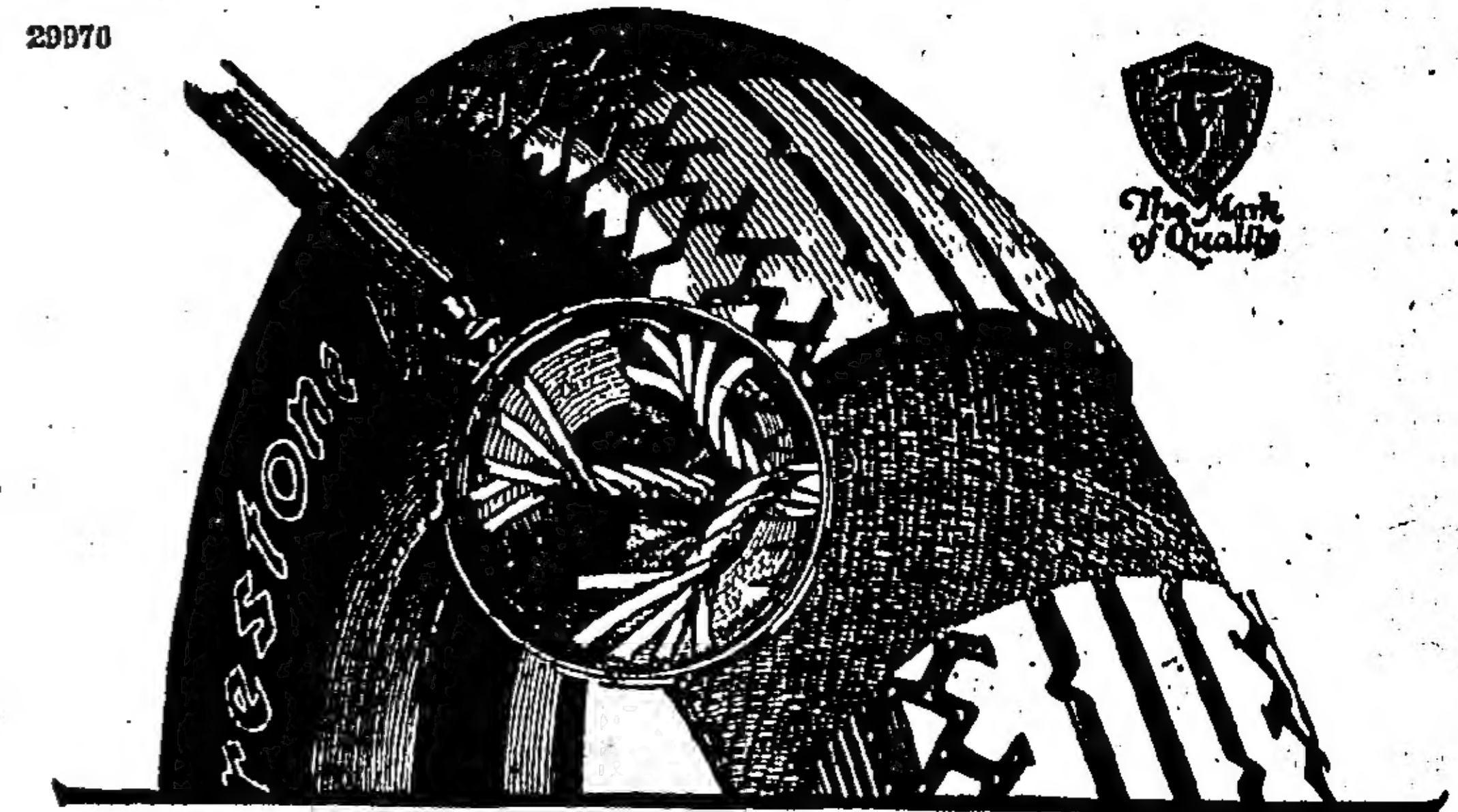
Motor Cycles and Noise

The public revolt against excessive noise in the streets has had some effect on the motor cycle industry. The machines exhibited at this year's annual show at Olympia were definitely quieter than their predecessors, and many of them were declared to be almost noiseless. This is a splendid improvement from many points of view, and it is good to know that it is in part due to the riders themselves. At one time the motor cycle enthusiast seemed to consider a healthy "bark" from his machine as something to be pleased with and proud of; fortunately he has passed through that phase and he now sympathizes with the public demand for less noise.

The three-hundred exhibits at the recent show were mostly British, though a number of other countries were represented. Prices ranged from as low as £20 for a sole machine to £200 for a combination cycle and side-car. All of them were most attractive in appearance, and they were more generally built on the "safety" model. Low frames with more comfortable riding positions were common. One expert described the year's products as being "more gentlemanly" than ever before. They were quieter, cleaner and more attractive in every way. This is in part due to the weakening of the speed fetish.

The manufacturers still provide machines for the racer and the sportsman, but they are no longer ruled by competition considerations. They are more concerned to appeal to that wide section of the public which loves motoring, which demands comfort and safety, but which cannot afford to purchase and run a car. The result is an excellent one from all points of view.

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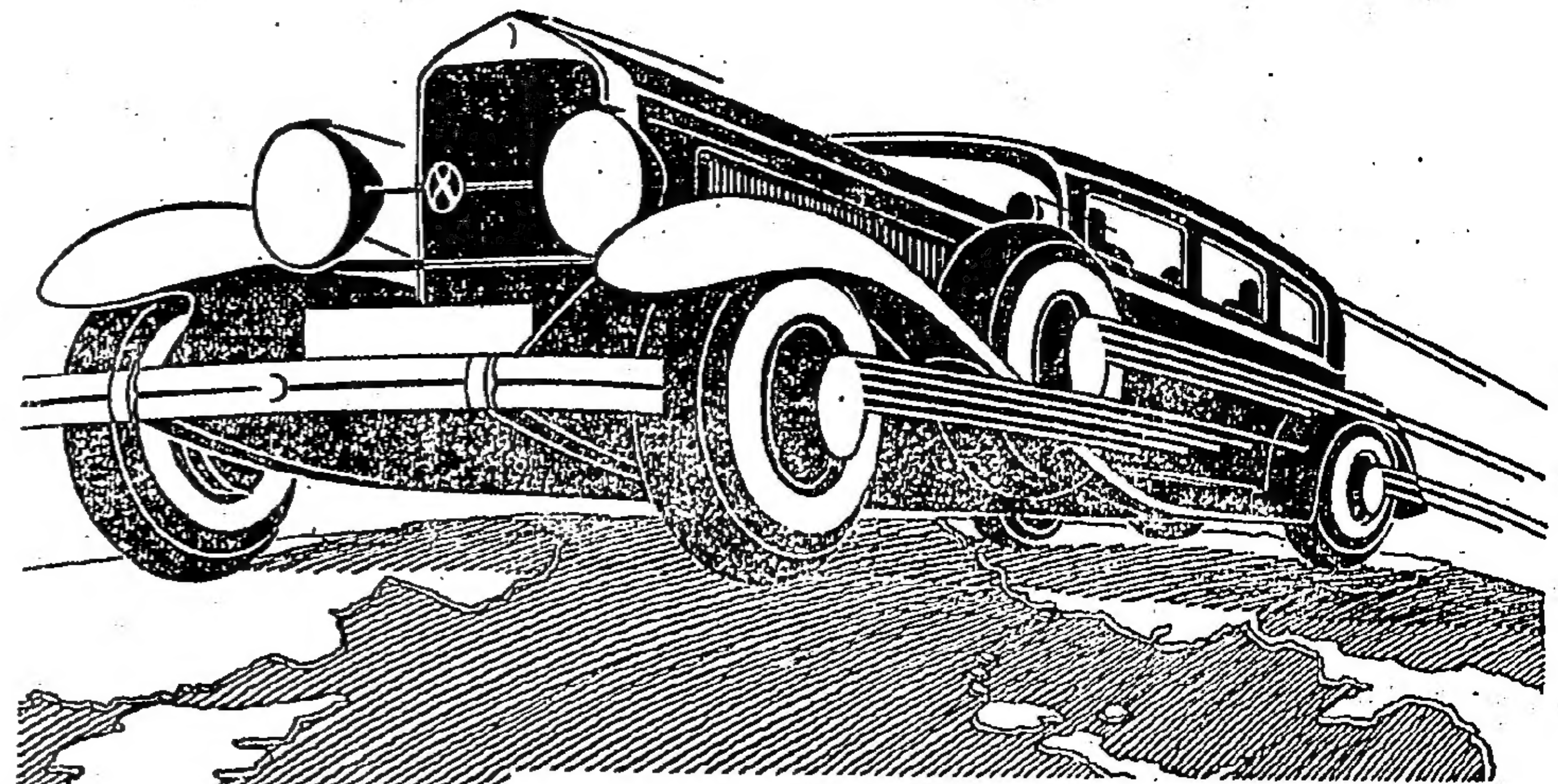
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RECORD SMASHED

**78 Climbs in 24 Hours,
Carrying 24 Stone**

Another graphic demonstration of Triumph superiority was given in Victoria, Australia, on September 9-10, but first let us go back a little way.

Some two or three weeks earlier a motor-cycle combination climbed up and down Blacks' Spur 40 times, non-engine stop. This was claimed as having broken a previous record of 32 climbs made by a solo machine in the course of registering 500 climbs of the notorious mountain.

It was only partially true, as the solo was not out to create any non-stop record, but on aggregate. In the course of its 500 climbs the solo registered 32 climbs non-stop in one particular day.

To put the issue beyond doubt, Pat Malone decided to scale up and down the 3 mile peak and accordingly with Vic. Barclay and Jack Morris, as the other two mucksters, and Messrs. A. C. Watson and C. Shalberg, A.C.U. officials, to occupy the sidecar, the record began.

Malone's Triumph is a 4,000 miles old Model CN 4.98 h.p., and already has a brilliant solo victory in the Harley-Davidson Midwinter Trial to its credit.

The night before the test snow fell heavily, blanketing the track with 12 to 15 inches of snow, but this trifling did not deter the boys. Off they set with the sidecar chassis scooping a great furrow through the snow. Two or three trips were covered before the track was decently clear, and they were, of course, counted in the record. From this point monotony set in. Up and down, up and down, with the Triumph going great guns.

After six hours had passed, came a change—blinding, driving rain! Rain-soaked snow on an acute mountain road does not help to make records. Furthermore, it adds to the discomfort of the riders.

After 12 hours of riding the record was broken. Then, the gallant Triumph was kept at it until 24 hours had passed. The total non-engine stop climbs was now 78 or 468 miles. Three mile climbs and descents for 24 hours, think of it, and the Triumph was running better than ever.

It was then decided to call a halt as both riders and observers were perished with cold. The 45 miles back to Melbourne was then made without a falter, and still observed by the A.C.U. On reaching Melbourne the motor was measured, and declared standard.

On the return journey to Melbourne, the oil consumption was carefully checked by the A.C.U., and one pint exactly was found to have been used for 468 miles of mountaining, and the 45 miles return. This equals 4,104 miles per gallon of oil.

What a wonderful tribute to the efficiency and economy of Triumph semi-dry sump force feed lubrication.

This ends the story of another famous record of the Trusty Triumph.

AUTO IMPORTS

**On Increase in the
Philippines**

Manila, Feb. 14.
The importations of automobiles into the Philippine Islands are increasing in great proportion from year to year. People in the islands spent more than twice as much for new motor cars last year than they did five years ago.

The demand for new automobiles in the Philippines has been more steady than has the demand for more staple products. Importations of wheat flour, for instance, have fluctuated from year to year. In the case of automobiles there has been a steady increase in demand.

In 1924 the per capita investment of the people in the Philippines in automobiles was 55 centavos. That had increased last year to P1.05. In 1924 the value of imported automobiles was P6,484,206 while last year it was P13,292,723.

Automobile manufacturers in the United States have practically the whole sales field for their product in the Philippines to themselves. Last year American manufacturers made 98 per cent of all the automobiles sold here. France made only a little more than 1 per cent, and Great Britain, Canada and Japan contributed the remaining fraction of 1 per cent.

The increasing use of automobiles and trucks in the islands also is contributing more each year to the coffers of the insular treasury. In turn this money is being used to build and maintain new roads and is thereby aiding the development of the country.—Manila Bulletin.

OLD TIMES RECALLED

**A Motor Business
Pioneer**

'Eastern Engineering' the technical supplement to the China Express and Telegraph, publishes the following paragraph: Mr. C. W. Abrams, who is well-known in Malaya, was last month expected in Singapore as representative of a scheme to back the export of British motor cars. Mr. Abrams will cover Malaya, China, Japan, Burma, Siam and the Dutch East Indies.

The Mr. C. W. Abrams above referred to, is the eldest son of the late "Daddy" Abrams, as he was affectionately called by most Europeans in Singapore about a quarter of a century ago. "Daddy" Abrams first came out as coachman to a one-time Governor of Singapore, either Sir Cecil Clementi Smith or Sir Charles Mitchell—the former we believe, and then opened Abrams' Horse Repository and Racing Stables in Orchard Road. In more recent years, although the Horse Repository business was still carried on, Mr. C. W. Abrams went into the motor car trade, and only a few years ago Abrams Garage was merged into one of the large American motor concerns, and "C. W." or Charlie Abrams left Singapore on retirement.

FILM TRANSPORT

**Motion Picture Industry
Uses Many Trucks**

Everyone realises the vastness of the motion picture industry, but it is doubtful whether cinema patrons conceive the difficulties encountered in rushing films to all parts of England, Scotland and Wales, to enable frequent changes of programmes to be made.

Films are collected from various picture company offices and theatres and sorted at the main distributing depots in London, Birmingham, Leeds, Manchester, Cardiff, Glasgow and so on, and it is between these centres that reliable and speedy transport is essential.

Vehicles used for this work run to a very close time schedule, as their goods must be delivered promptly or heavy damages paid. All long distance journeys are made overnight, and the vital point—delivery—is the primary concern of every driver.

They are not restricted to any special load, they just have to take all there is to go, light or heavy—usually very heavy—"step on it" mercilessly, and hug the roadside, particularly at bends, to run to schedule. All drivers are seasoned mile eaters.

The P. G. S. Film Transport Co., Ltd., of Brixton, operates a large fleet of motor trucks for this work. Many of these have very remarkable records and achievements to their credit. As a typical instance of the amount of work done in this service, there is a G.M.C. truck which has already covered 90,000 miles. It makes collections and deliveries in London during the day-time and does the return journey to Birmingham six nights a week, making a minimum mileage of 1,800 per week.

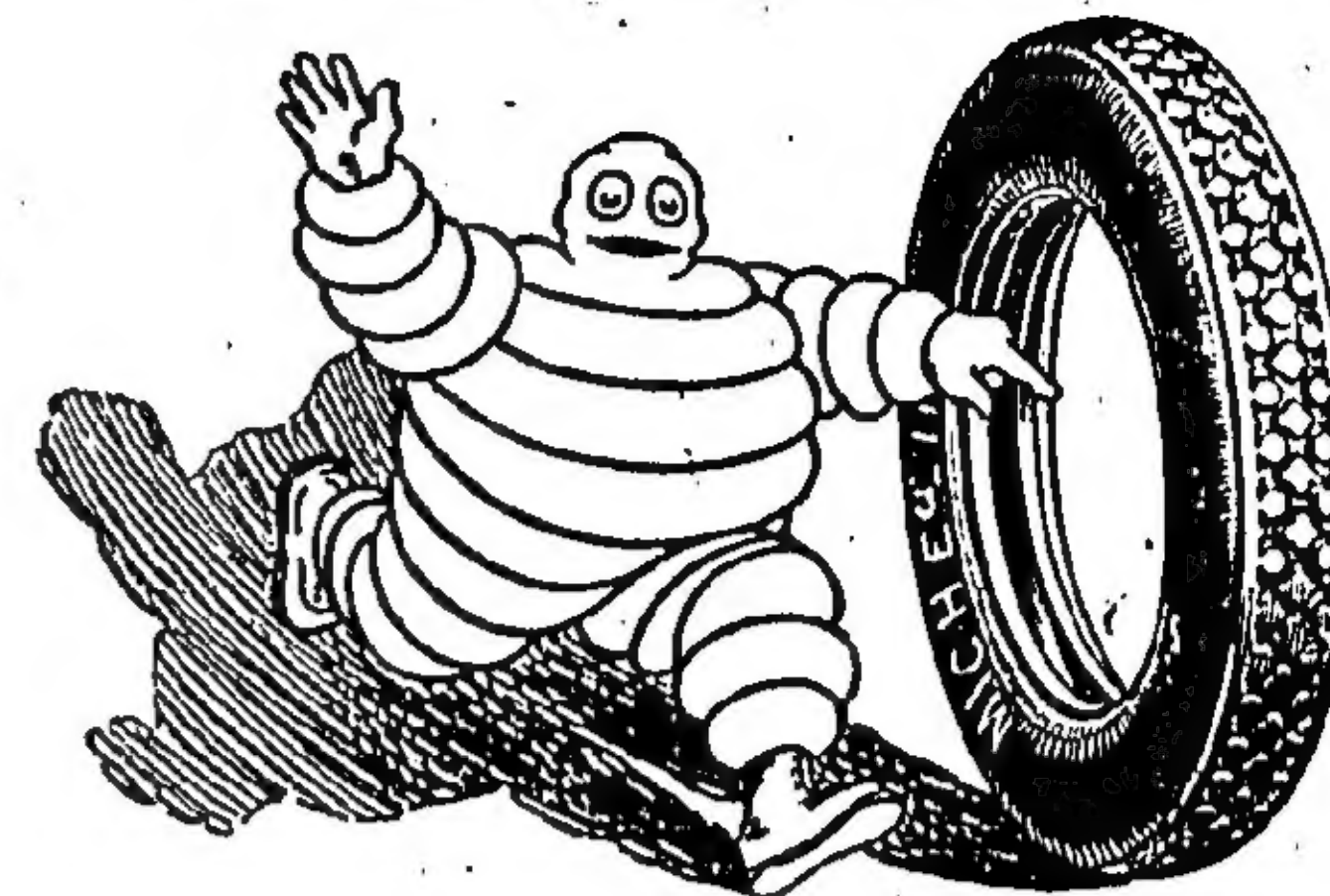
The rest of the fleet is almost entirely composed of other G.M.C. and Chevrolet trucks. Most of them show a mileage of six figures and the drivers are very proud of them despite the fact that they are not "oil paintings," due to the lack of the necessary time to effect renovations. Incidentally, the drivers have shown interest in the trucks by christening them with appropriate names such as the "Flying Welshman," "Mancunian" and "Glester Gazette."

ATTENTION TO TYRES

Attention should be given to the tyres to ensure their being maintained at the recommended pressure. Under-inflated tyres, besides causing rapid wear of the treads, will seriously affect the performance and economical running of the car. Over-inflation also is both uncomfortable and dangerous. A reliable pressure gauge should be used, and the balloon tyres maintained at a pressure of at least 35 pounds both front and rear. Tyres should be tested frequently, to ensure that the pressure does not drop more than three pounds before they are again inflated.

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slippery streets
drive on**

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All-Cords

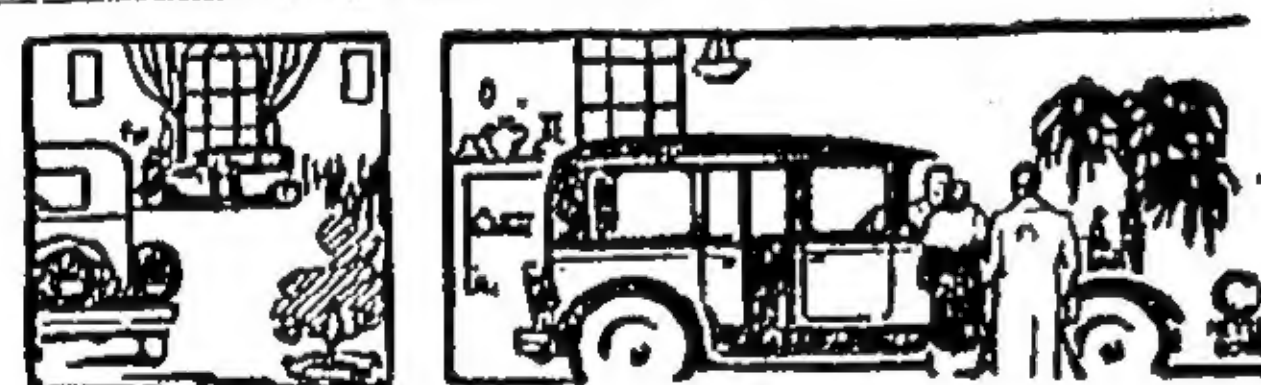
The big, tough blocks of Fisk's non-skid tread give sure fraction over any kind of going. Put safety first and use Fisk All-Cords—they help keep your car under positive control.

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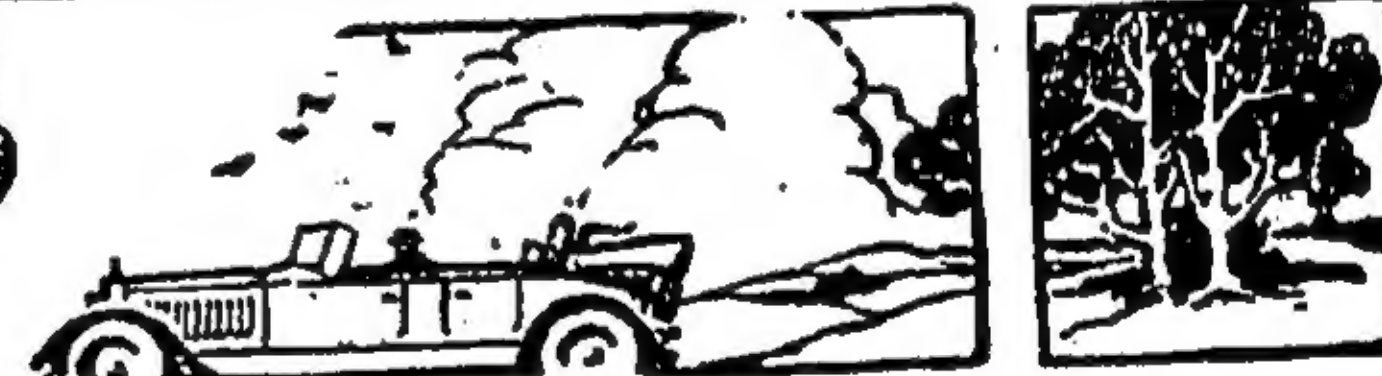
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MOTOR NEWS

From Road & Showroom



The Dual Role

Achille Varzi, who was the winner of The Motor Cycle Overseas Riders Trophy in the 1928 T.T., is Italy's champion car driver for 1929.

The Parking Problem

In order to relieve congestion resulting from parked motor vehicles, the Glasgow Corporation proposes to erect a municipal garage.

Night-trialists, Beware!

It is reported that night traps are in operation at week-ends in Hampshire, particularly between Winchester and Andover.

A New Kind of "Roundabout"

A turntable is being built in St. Helen's Place, Bishopsgate, to enable cars to be turned round at the end of this narrow cul-de-sac.

A Reasonable Ruling

In New York, Switzerland and Vienna motorists are strictly forbidden to use their head lights wherever the streets are lit by lamps.

Congratulations!

The engagement of C. W. G. Lacey and Miss M. Ruffell is announced. Miss M. Ruffell won the first ladies' motor cycle race at Brooklands in 1928 at the very creditable speed of 77.81 m.p.h.

Speeding-up

The Ministry of Transport has been busy lately in changing the stopping places of buses and trams in an endeavour to relieve London traffic congestion.

The Latest Recruit

Burton-on-Trent is the latest recruit to the robot traffic signal system.

Painting

Remember when painting any portion of the car that cleaning the part thoroughly is most important, particularly if rust or grease is present.

Figures from Denmark

There are now 20,598 motor cycles registered in Denmark, over half of this total being in use in farming districts. In Copenhagen there is one sidecar to every four solo machines.

The Fourteen Days—

The Minister of Transport has not yet officially considered revoking the fourteen days' grace now allowed for the renewal of road fund licences, but, if the concession continues to be abused, it is stated, motorists will have to pay "on the nail."

Eucalyptus for Your Crank Case

Somebody has discovered that aluminium can be effectively cleaned by using a mixture of six teaspoonfuls of metal-polish, two of eucalyptus, and a teaspoonful of whitening.

In Our True Colours

An interesting booklet, which has several good things to say about motor cyclists, has been published by the Order of the Road: It is entitled "Overtaking," and is by Lt-Col. J. T. C. Moore-Brabson, M.C.

Storage Battery

In warmer weather, attention should be given to the battery at least once every week, and the cells kept filled with distilled water to a level of 1/4 in. above the top of the plates. If, when filling, one cell takes considerably more water than the others, a leaky cell is indicated and the battery should be taken immediately to a battery service station. When checking the battery, the terminals should be examined for corrosion and loose connections, as either of these conditions will cause its rapid failure. If the terminals are at all corroded, they should be thoroughly cleaned and covered with a film of vaseline as a precaution against further corrosion. All connections should be examined regularly and tightened, as a loose condition at these points will prevent the full generator charge from entering the battery, and so in a very short time result in a run-down condition.

Hydrometer Reading

Each time the battery is inspected a hydrometer reading should be taken to ascertain if the battery is properly charged. The specific gravity of a fully charged battery is between 1.275 and 1.300. If successive readings show lower values than this, the car should be taken to battery service station to have the cause rectified, as it may be that the generator output is too low, and serious injury will result to the battery, if it is not kept charged. In taking hydrometer readings, care should be exercised to return the electrolyte from the hydrometer syringe to the same

battery cell from which it was taken.

Electrical System

All points of the electrical system should be checked regularly, and gaps determined to ensure proper clearance. All spark plugs should be removed at least once a month and the gap tested with a thickness gauge. Spark plugs will not deliver their maximum spark unless the points are properly spaced. For average driving conditions, the points of the spark plugs should be set at .025 or less than 1-32 of an inch. The spark plugs of four cylinder models should have a gap of .030 or slightly less than 1-32. Larger or smaller gaps are detrimental to the ignition. The points and the porcelain of the plugs should at all times be kept clean, and if found to be fouled or soiled, may be very easily cleaned with a brush dipped in petrol.

Oiling of Springs

Oiling of the springs may dispense with much noise, but at the same time it is well to remember that change in spring tension through the use of lubricants may seriously affect the operation of the shock absorbers which, in many instances, have been adjusted for dry springs.

Those Brakes!

Test your brakes occasionally. Select a quiet street and see how long it takes you to stop at various speeds. The new law requires that brakes be kept up to prescribed standard at all times.

Frequent Inspection

Many car owners forget that the rear axles, gears and bearings receive severe punishment and, accordingly, need frequent inspection and changing of lubricant.

A City's Total

During the past twelve months the number of motor cycles in Leeds has increased by about 300. The total now stands at 14,435.

Baby's Dangerous Course

"Why can't someone invent a crash helmet for babies?" asks a contributor to a London evening paper. The danger is not speed events, as you might think, but tables with sharp corners!

Safety For Passengers

Safety plans is to-day practically a universal fitting for up-to-date cars. On public service vehicles, however, it is still a rarity. The question is dealt with in Motor Transport, and the point is made that the extra expense of fitting safety glass to buses and coaches should be regarded as a necessary form of insurance. It is urged that a return on the money outlaid in the equipment of vehicles with safety glass can be seen in concrete form if full advantage be taken of the publicity value of a vehicle equipped with such glass. Many operators, says Motor Transport, sold seats by telling the world about their pneumatic tyres, front wheel brakes and six-cylinder engines, and in the same way they can appeal to the public to patronise the bus or coach fitted with safety glass windows.

Waterproofing Leather Coats

Owners of leather coats are reminded that neatsfoot oil, which is used by tripe-dressers and saddlers, is an excellent waterproofing preparation.

More Bridge Widening

The dangerous Horns Bridge, Chesterfield, is to be reconstructed at a cost of £19,707.

Staggering Figures

The number of motor cycle registered in the Province of Tehad, in French Equatorial Africa, is steadily increasing, the total now standing at two.

Another Toll to Go?

The Scarborough Corporation is being urged to free the Marine Drive from its toll—the one thing that mars an otherwise glorious stretch of road.

For the Nation

Northern touring riders will be interested to know that the Northumbrian Roman fort of Housesteads has passed into the hands of the nation.

Making It Easier

Following lengthy experiments the A.A. has introduced a system of reflex discs which show a red light on the near side and a white light on the off side of the road. It is intended to space them at intervals along various roads. The Association has already received permission from the Postmaster-General to fix these reflex discs to the telegraph poles along the important London-Holyhead Road.

A Sloggy Competition

A new slogan competition, with a first prize of £1,000, or £1 a week for life, and ten additional prizes of £50, is being introduced by the B.S.A. Company. All purchasers of new 1930 model B.S.A. motor cycles are eligible to enter for the competition, which consists of placing twelve slogans in their order of popularity. Competitors may send in one entry only, and this must reach the B.S.A. Company not later than October 24, 1930.

Writ Against A.C.U.

A writ has been issued against Sir Arthur Stanley, Mr. T. W. Loughborough, the other members of the Auto Cycle Union and the Auto Cycle Union Proprietors Ltd., by an Amateur Race competitor in connection with his suspension. It will be recalled (says The Motor) that twenty-one competitors were suspended by the A.C.U. after the latter's investigation. The case is to be heard in the King's Bench Division. This competitor has also lodged an appeal with the R.A.C. The time limit for such an appeal has now expired, and only one other of those suspended has availed himself of the right of appeal against the A.C.U.'s decision.

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"TRIUMPH"
the Motor that never fails you

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CHEVROLET—Hongkong Hotel Garage, Queen's Road, C.4759.
CHRYSLER MOTOR CARS—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
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MOTOR TRUCKS AND TRACTORS

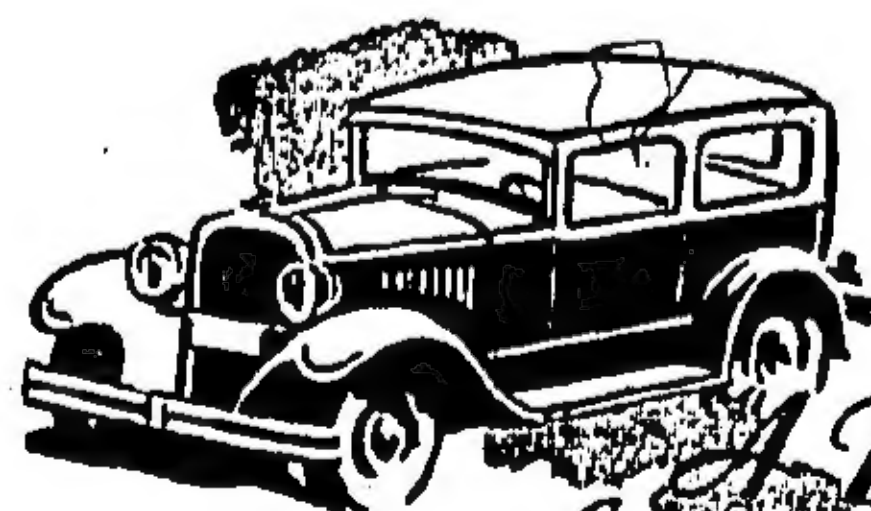
BROCKWAY MOTOR TRUCKS—The Asiatic American Co., 48, Stanley Street, Tel. C. 244.
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FORDSON TRACTOR—Wallace Harper & Co., Ltd.
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ACCESSORIES—Hongkong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C.1247.
FISK TYRES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.
GOODRICH TYRES—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1658 & 3532.
MICHELIN TYRES—Goeko & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
WILLARD BATTERIES—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. C. 290.



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SUNDAY HERALD

3A, Wyndham Street.

CAUSE OF ACCIDENTS

A Plea for a Proper Analysis

Willfred Fraser writes in the Review of Reviews:—

No effective remedies can ever be applied to accident prevention until the actual causes are discovered. We are doing much in this country towards the analysis of the causation of all accidents, but we are doing it piecemeal and with such result that we have to-day no conception of the appalling number of accidents that occur in industry and on the roads. Such figures as one can collect by devious methods show that in the last ten years at least one hundred thousand people have been killed and over five millions injured in industry and on the roads. It is impossible to estimate the cost in money to the country, but obviously it is a prodigious figure. Surely the time has arrived when accident statistics should be collected from all sources, properly collated, and a really intelligent yearly statement issued. To accomplish this there is no necessity to issue any "departmental order"; the machinery exists, and the Home Secretary can set it in motion at once.

Enthroning Bureaucracy
 Now let us turn to the problem of road accidents, of which much has been written and spoken during the past few years. Here the problem of analysis presents no difficulties. The machinery exists, but at the moment is not properly used. Not only that, but it is suggested in the report of the Royal Commission on Transport that this should be duplicated. Further, that bureaucracy should be even more enthroned, just when a Commission has been appointed with the object of curbing the powers of the bureaucrats, and the Lord Chief Justice, in his book, pouring scorn upon the "despots" of Whitehall!

The Royal Commission's report contains all the material for a satisfactory Road Traffic Bill which will bring our century-old legislation up to date. There are, however, recommendations in the report which not only arouse controversy, but some of them, if included in the Bill, will probably be dropped. The Commission rightly reject the suggestion for the creation of a special force of traffic police, holding that the police force as it is to-day, must remain in control of traffic. That means that the Home Office will still be the supreme authority. The Commission, having recognised the Home Office in one direction, proceed to recommend the duplication of that Department's work in another, thus:

The Minister of Transport should compile comprehensive statistics of the causes of all road accidents.

Power To Order Enquiry
 The Minister of Transport should be empowered to order an inquiry into the cause of any accident in which a motor vehicle is involved, but such inquiry should be obligatory in the case of any accident to a public service vehicle in which the death of a passenger is involved.

The Commission seem to have taken the railways as a parallel, which is fallacious. The large majority of motor car owners can drive, but they cannot drive a railway train. The motor car driver probably knows as much about motoring as a Ministry of Transport official. The official knows more about the construction of roads and the material used—that's his main job. All road accidents are investigated by the police, and in the event of a fatal result the coroner holds an inquiry. The coroners of this country are invariably men of legal training and most of them are motorists. They have wide discretionary powers and can summon any professional or technical evidence they desire. The coroner's court is the proper place for an inquiry into a road accident. The Commission now suggests that the Ministry of Transport should also hold a similar one, presumably summoning the same witnesses as the coroner. And since there are something like seven thousand fatal road accidents a year, it means that we are actually advised to create a swarm of transport officials to spread over the land like locusts. When the cry of economy is heard on all sides, Parliament is not likely to sanction such wasteful and unnecessary expenditure. I would suggest this:—

What Coroners Should Do
 Coroners, like the police, come under the authority of the Home Office. Coroners should make a comprehensive analysis of the cause of each accident they inquire into and forward such returns each quarter to the Home Office.

The chief constables throughout the country present yearly reports. They have to record all fatal and non-fatal accidents. Here again chief constables should be requested to make returns each quarter, stating definitely the cause of each accident. It is obvious that at the end of a year we should have, by this means, a complete analysis of the cause of every accident in the country. This is the proper function of the Home Office and not the Ministry of Transport. The country will save money, there will be

no duplication and confusion, and we shall have invaluable data upon which to base legislative and other methods to end the holocaust of the roads. Let the Home Secretary not, Postscript—Since writing this article, the Road Traffic Bill has been issued. There will be general agreement with the provisions for dealing with the road-hog, and making the roads safer. The attempt to set up a new statistical department duplicating the work of the Home Office has apparently failed, since there is no mention of it in the Bill. The proposal to appoint Area Commissioners, and to insti-

tute official inquiry into accidents, apart from the coroners, will have to be analysed and debated, for here lies the danger of a more swollen bureaucracy, already over-swollen.

INDIA TYRE CO.

London, Jan. 20.

American reports regarding the outlook for the tyre industry for 1930 are by no means pessimistic. It being thought that, while original equipment tyre sales will show a decrease, this may be made good by bigger replacement sales. The same may therefore happen here.

In this connection I continue to hear very favourable accounts of the India Tyre and Rubber Company (Great Britain), Limited, whose forthcoming report is expected to show earnings of between 60 per cent. and 70 per cent. on the Deferred shares.

As I have before explained, I do not look for an actual dividend at anything like this rate. But if earnings are as big as I have suggested the 1s. Deferred shares will not look dear at the present price of 6s., which compares with about 6s. 8d. when I recently referred to them.

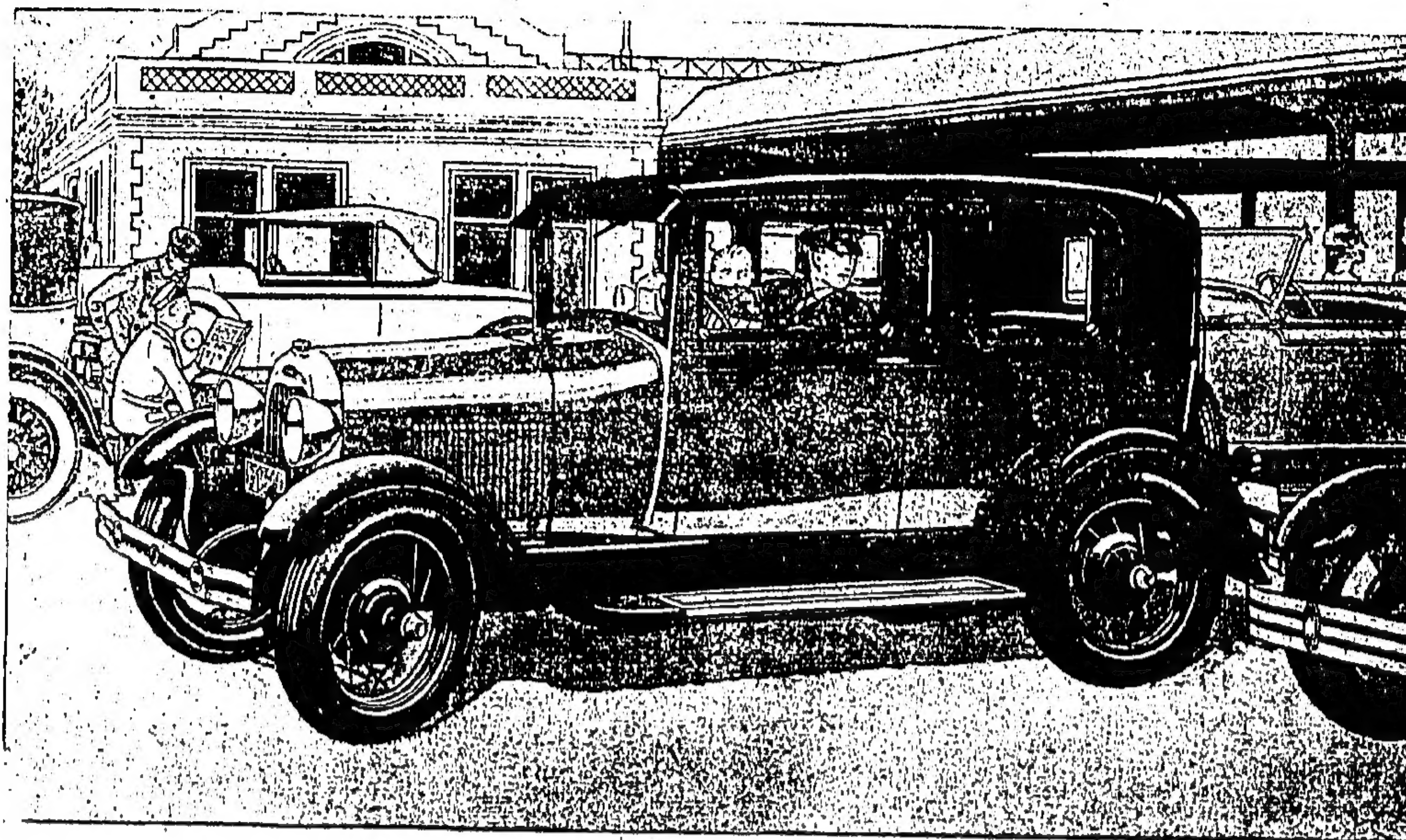
This company has good backing and first-class management. It was formed in 1927 to manufacture in Great Britain "India" tyres similar to those made in the U.S.A. by the India Tyre and Rubber Company of Ohio.—Daily Mail.

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NEW MOTOR LAUNCH

Official Trials in Kowloon Bay

BUILT FOR THE GOVERNMENT

The new Motor Launch which W. S. Bailey & Co., Ltd., have just completed for the Marine Surveyor's Department of the Hong Kong Government, underwent her official trials in Kowloon Bay on Friday last.

The "H.D.1" is a departure from the usual type of Harbour launch inasmuch as the forward deck is not utilised for passengers but is built up to form a casing over the crew space.

European passengers are accommodated in a cabin and in an open cockpit about the motor room.

The principal dimensions are as follows:—

Length on L.W.1 54ft.-0in.
Breadth moulded 11ft.-0in.
Depth moulded 5ft.-3in.
Drafts 4ft.-6in.
(aft and 3ft.-6in. forward).

The hull and deck planking is of teak, frames of ipol, and keelsons and stringers of yacal. A teak wheelhouse is built above the casing forward and is fitted up with hand steering gear, compass, telegraph and chart table, whilst sliding windows are fitted all round.

The crew space, situated below deck forward, is provided with four bunks, and has a steel enclosed galley complete with coal stove and the usual galley fittings.

European Cabins

The European cabin has two upholstered settees, teakwood table, locker, bookcase and ice box. Separate W. C. and wash place are provided, the latter being equipped with shower in addition to the usual conveniences.

"Beckham" windows are fitted to the cabin and lavatories, obviating the rattle which is so often found in harbour launches.

A roomy cockpit, open all round, offers ample seating accommodation for 6 passengers, and adjoins the cabin described above.

The propelling machinery consists of a Gardner semi-Diesel 4 cylinder marine engine and is fitted with air compressor, circulating pump, bilge pump, and Direct Reversing mechanism.

In addition an independent Gardner petrol engine and compressing set is installed for the initial charging of the compressed air storage bottles.

Satisfactory Results

Very satisfactory results were obtained from the trials when an average mean speed of 9.23 knots was maintained.

Turning trials were undergone in addition to the vessel proving easy of handling and turning, both ahead and astern, she also proved herself a very stable craft.

The Government Marine Surveyor's Department was represented on the trial trip by Messrs. W. O. Lambert, R. Hall, G. Swan and E. Lloyd-Jones. Messrs. Dowdell & Co. who supplied the Gardner motor, were represented by Messrs. L. G. S. Dodwell and C. E. Holmes, and the shipbuilders by Messrs. C. F. Mendham, W. Borrowman and A. A. Dand.

"SHOWING OFF"

Magistrate's Censure on Dangerous Riding

TRICK CYCLIST FINED

"The police have been informed by the D.S.P. Kowloon, to start a campaign against these trick cyclists," said Divisional Inspector Marks at the Kowloon Magistracy yesterday, when a Chinese youth was charged before Mr. Whyte-Smith with not having full control on his bicycle.

The Inspector pointed out that the defendant had a child of three on his handle bars and was riding in circles in Nathan Road, near Argyle Street, during the busy tiffin hour.

The Magistrate remarked that the way in which these Chinese rode their bicycles, often hired ones, across the streets in front of buses and pedestrians, and also on the wrong side of the roads, was extremely dangerous. In this case the defendant was evidently showing off.

A fine of \$10 was imposed.

INSPECTOR COTTON

Succumbs to Pneumonia in Hospital

FUNERAL TO-DAY

The *Sunday Herald* learns with much regret of the death of Sub-Inspector Edwin John Cotton, of the Hong Kong Police, which occurred at the Government Civil Hospital yesterday afternoon at three o'clock.

Inspector Cotton had been with the Force since 1912, having joined after leaving the Royal Artillery. He was 41 years of age and leaves a widow and child at home to mourn his loss, and for whom the deepest sympathy is extended.

Mr. Cotton had been indisposed for some days with what he dismissed as a simple cold which was accompanied by hoarseness.

On Saturday last he became feverish and had to be taken to the hospital where pneumonia was diagnosed. In spite of careful attention, his condition gradually became worse, and reports on his condition have been issued daily since Thursday.

On Thursday his condition was reported as serious, and although his heart was standing the strain well, he was toxic.

In view of this report it was considered advisable to send a cable to Mrs. Cotton, who is at home.

Yesterday's report stated that Mr. Cotton's condition was rather worse, his pulse not being so good. He was also stated to be toxic and delirious and death came in the afternoon.

The funeral takes place this afternoon, passing the Monument at 5 o'clock.

WIRELESS 'PHONE

The "Switchboard of the World"

BIG DEVELOPMENTS

Rugby, Friday. Wireless telephony is developing with remarkable rapidity, and London is fast becoming the switchboard of the world. The Australian Experimental Service, which has been conducted by the Post Office from Rugby and Balclutha Wireless Telephone Stations to a spot near Sydney, Australia, has met with great success, and official announcement regarding the service will be made in the near future.

Yesterday, a new service to the Vatican State via Rome was opened by the Post Office. Recently the Isle of Man was linked to the mainland, and it is expected that a similar development will take place with regard to the Channel Islands. It is now possible to telephone from Great Britain to ships at sea, and within a short time a service will be in operation between any fixed telephone station and passengers on main line express trains.

Since the single speech channel between Britain and America was opened just over a year ago, traffic has greatly increased, and now four speech channels are in use. Even these are not sufficient for the demand. Stock brokers and other business people have accepted the Trans-Atlantic telephone as a necessary aid to business, and use it for long calls daily, present traffic being somewhere around one thousand calls daily. Work has been started on a new Trans-Atlantic cable, which is to be available for telephony, and it is expected to be complete by 1932.

The British Post Office is leading Europe, if not the world, in telephony, and is most anxious to fill the existing gaps. Linking up with other countries like Turkey depends to a great extent on the efficiency of the machinery and administration abroad.—British Wireless Service.

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U.S. MINISTER TO CHINA

Nanking, Yesterday.

The American Minister, Mr. Johnson, who left Peking for Nanking last Wednesday on the Tientsin-Pukow Railway, arrived this morning. He will stay in Nanking for the celebration of Washington's birthday.—Canton News Agency.

Divided opinion among Indian Nationalists

is indicated as the result of a meeting held at Delhi. A resolution was carried rejecting the boycott of the Legislatures and appealing to members not to resign.

The unanimity of witnesses at the Licensing Commission on the decrease of drunkenness was destroyed. The Chief Constable of Bradford said that the post-war wave of sobriety was passing.

FRAIL POLICE TO GO

Discharge for Canton's "Old and Weak"

HONUSES AND PENSIONS

Canton, Yesterday. No fewer than 500 policemen have been discharged from service on account of their age and frail physique. Police thus released from duty will be disposed according to the following regulations formulated by the Bureau of Public Safety:—

1.—Those that have been in service for over 20 years shall receive a bonus of two months' salaries and a monthly pension equalling to 80 per cent. of their former salaries.

2.—Those having been in service for a period of 15 years or more shall have a bonus of 1 month's salaries and a monthly pension of 60 per cent. of their salaries.

3.—A bonus of two months' salaries shall be given to those who have been in the employ for less than 15 years. No monthly pension will be given.—Canton News Agency.

CHINA'S AIR FORCE

Monthly Grant of \$2,000 Sanctioned

\$50,000 ORDER FOR U.S.

Nanking, Yesterday.

A monthly grant of \$2,000 as debenture for the Civil Aviation Association is reported to have been sanctioned by Chairman Chan Ming-shu for carrying on its affairs in the promotion of commercial aviation.

Air Force Development

General Chang Wai-chang made a proposal some time ago to build some landing fields to facilitate inter-district communications. A group of officers was despatched to look for a site for an aerodrome from the route between Waichow and Muluwan, and it is understood that construction on the landing field at Chick-hum commenced on February 13. Radio apparatus costing about \$50,000 has also been bought from America to be installed in the military planes and the air stations.—Canton News Agency.

WAR PENSIONS

The £1,000,000 a Day Burden Explained

Rugby, Yesterday. An abstract account of the consolidated fund published by the Treasury shows that Great Britain's £1,000,000 per day burden last year included interest on payment of £310,000,000. Management and expenses amounted to £1,000,000, and the sinking fund to £57,000,000.

Other figures included in the account show that the cost of War Pensions last year declined by £3,000,000 to £55,000,000. There are still over 1,470,000 persons receiving pensions and allowances. Since the Ministry of Pensions was established, the total expenditure on War Pensions and administration has exceeded £345,000,000.—British Wireless Service.

WHAMPOA CADETS

To Resume Studies at Waichow

Canton, Yesterday. After a long suspension from studies at the Academy, the Whampoa cadets are now contemplating the resumption of their lessons at Waichow, where they are stationed to do defence duty. Text-books, instruments, and other equipments are being transferred there, it is reported, and preparations for field manoeuvres are to be staged in the near future are also being made.—Canton News Agency.

CHINA'S TROUBLES

Kuomintang Schemes for Their Dissolution

Shanghai, Yesterday. With a view to dissolving all problems regarding the troubles in the country and Party, the Central Kuomintang Party Headquarters are prepared to open the 3rd Plenary meeting. Wireless reports have been received from various branches of the Party that representatives are being despatched to Nanking to attend the meeting.—Canton News Agency.

HAVE YOU WON?

Lucky Numbers in Cash Sweeps

FIRST DAY'S DRAWINGS

The following are the winners of the Cash Sweeps at yesterday's Races:—

Race I.
No. 736 \$1,304.80
" 657 372.80
" 222 186.40

Unplaced \$50 each:—Nos. 290, 85, 350, 412, 567, 275, 638, 692, 70, 320, 310, 293, 15, 484, 553, 770, 156, 704, 19, 637, 518, 693, 400, 280, 573, 629.

Race II.

No. 633 \$2,312.80
" 53 660.80
" 123 330.40

Unplaced \$50 each:—Nos. 462, 435, 104, 654, 459, 671, 839, 98.

Things That Matter

To-day's Diary

Sexagesima Sunday.
Sailors and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.
Tea Dance, Repulse Bay Hotel, 4.30 p.m.
Queen's Theatre—"Marsquerade."
Star Theatre—"A Lady of Chance."

World Theatre—"Peril of the Jungle," and "Cowboy Kid."
Majestic Theatre—"Sporting Lovers."

Fanling Hunt and Race Club, Hounds Meet, the Kennels, 3.45 p.m.
Hockey—Club de Recreio v. K.R.S.F.P.A., 10.30 a.m.
Cricket—University v. Mr. A. T. Lee's XI, 2.30 p.m.
Golf: Bogey Pool, Fanling, and Junior Championship Semi-final; Kowloon Hong Doubles.

Lighting-up Time—6.24 p.m.
Tides—High, 6.02 p.m.; Low, 1.11 a.m.

Home Mails

To-day—Inward from Europe via Negapatam (Sui Sang).
To-morrow—Outward for Europe (President Cleveland).

The Weather

To-day's Forecast:—N.E. or variable wind, moderate to light, generally fair.

The Dollar

Yesterday's closing rate for the dollar on demand was 1/6-3/16.

Race III.

No. 360 \$2,574.00
" 74 755.00
" 936 307.80

Unplaced \$50 each:—Nos. 763, 658, 384, 784, 363, 699, 1042, 44, 100, 925, 253, 425, 240.

Race IV.

No. 205 \$2,377.00
" 810 822.00
" 222 411.00

Unplaced \$50 each:—Nos. 620, 890, 611, 97, 98, 411, 854, 1055, 1263, 170, 503, 818, 869, 486, 631, 881, 281, 207, 7, 481, 780.

Race V.

No. 901 \$3,015.00
" 469 861.00
" 723 430.80

Unplaced \$50 each:—Nos. 1143, 1142, 927, 536, 382, 277, 1188, 768.

Race VI.

No. 276 \$3,007.20
" 727 850.20
" 670 429.00

Unplaced \$50 each:—Nos. 847, 157, 866, 937, 391, 509, 51, 691.

Race VII.

No. 200 \$2,899.40
" 1010 828.40
" 588 414.20

Unplaced \$50 each:—Nos. 406, 420, 943, 803, 875, 339, 411, 407, 1062, 748, 478.

Race VIII.

No. 512 \$2,720.20
" 709 777.20
" 408 388.60

Unplaced \$50 each:—Nos. 409, 881, 48, 608, 978, 577, 1078, 580, 620, 1009, 575, 779, 078.

SOLD HER DAUGHTER

Hawker Promised a Licence

FORCED BY CIRCUMSTANCES

At the Kowloon Magistracy yesterday Mr. T. S. Whyte-Smith granted a free licence (\$4 was taken out of the Poor Box to pay for it) to an aged Chinese woman, paralysed on the right side, to enable her to sell vegetables.

On Friday the woman's daughter was charged with hawking without a licence, and then the mother stressed her poverty to the Magistrate.

In her story the woman said that last year a man, whom she knew was well conversant with the police, promised to obtain her a licence "for some money." However, the overjoyed woman could not pay, so the man suggested the sale of one of her two daughters. Like a fool she did so and paid all the money she got in the purchase to this man, who had since made good his escape.

The Magistrate said that the woman was very much to be pitied and sell one of her children.

WORLD PEACE

Prayers to be Said in All the Local Churches

"LOVE THY ENEMIES"

The following telegram was received yesterday:

"Request all the Churches in Hong Kong to observe two minutes' silence for world prayer on March 1 at 5 p.m., in connection with the London Naval Conference."—Sanders.

World Prayer for Peace

The world prayer for peace, which will be recited in all Churches, is as follows:—

"O! Hidden Life of God, Outside which nothing can exist, Help us to see Thee in the face of our enemies.

And to love Thee in them; So shall Thy Peace spread over the world.

And Thy will be done on Earth as it is done in Heaven."

TUT'S "CURSE"

Suicide of an Aged Peer

GRIEVED FOR HIS SON

Rugby, Friday.

Lord Westbury who was aged 78, to-day jumped from a 7th floor flat in London, and was killed. At the inquest a verdict of "Suicide while of unsound mind" was returned.

Evidence was given that Lord Westbury, who had suffered from ill health, had grieved very much over the loss of his son and heir, the Hon. Richard Bethell, who was found dead in bed. The Hon. R. Bethell, who was only 46, was secretary to Mr. Howard Carter, who carried out the work of excavating the tomb of Tutankhamen in the Valley of Kings in Egypt, and his tragic and early death revived the superstition of a curse on those who disturb the tombs of the ancient Pharaohs.

Since the excavation of Tutankhamen's tomb ten people who were concerned in the work have died, including Lord Carnarvon.—British Wireless Service.

ITALIAN ART

Wish for Exhibition to Continue

Rugby, Yesterday. The Council of the Royal Academy will meet next week to consider the possibility of extending the period of the exhibition of Italian Art which is still drawing immense crowds daily. Strong public representations have been made in favour of its continuance beyond March 8, which is the proposed closing day, and it is known that Signor Mussolini has sanctioned the extension of the loan period until the end of March. There are considerable difficulties, however, as a considerable proportion of the pictures have been lent by private owners here and abroad. Arrangements for continuing the exhibition of these priceless art treasures would also be necessary, and a continuance would to some extent interfere with the plans for the Academy's own Summer Exhibition.—British Wireless Service.

The Bishop of Birmingham said that the Modern Churchmen's Union affirmed that Christianity could only be effectively preached in the light of the new knowledge.

MUSICAL MATINEE

Enjoyable Concert at St. Andrew's Church Hall

MUSIC AS AN EXPRESSION

A small, but nevertheless, appreciative audience, the majority being children, enjoyed a musical afternoon at the special children's Musical Matinee, given in the St. Andrew's Church Hall yesterday by Madame Anna Carola (Soprano) and Mrs. Helen K. Dinneen, L.R.A.M. (Pianist) assisted by Mr. G. E. Longyear (Accompanist).

Prior to the concert, Madame Carola explained that music was an expression, and that the modern composers now had a distinct idea when they made their works. Just as an artist showed his feelings in a painting, in colour or in lines, so a musician could express all feeling through music.

Mrs. Dinneen played her pieces with great ability, giving as an extra "Minuetto" by Paderewski. Madame Carola, who sang several songs charmingly, amused the kiddies very much and kept them thoroughly interested with her fairy stories.

The programme of music was as follows:—

The Programme

Piano Solo: Waltz—Chopin.
Songs: "The charm of a child", Claude Arundale.

Fairy Stories: Rose Fyleman.
Piano Solos: "By a meadow brook" and "A wild rose", Ed. MacDowell.

Songs: "Bartholomew" and "Mamma's Lullaby", Earl McCoy.

Piano Solos: "Willows" and "The Silver Birch", Jas. Ching.

Songs: "Three songs from 'A child's garden of Verses' (R. Louis Stevenson), Ethelbert Nevin.

MAY HALL

Excellent Programme at Concert

DELIGHTFUL DANCE

In a delightful setting the students of May Hall held their annual concert and dance last night. The common room was packed to its limits. Very clever decorations were carried out by Messrs. Chung Hoi-hang and Leo Hah-long and committee, the stage, a remarkable piece of work in Egyptian setting being testimony of their artistic ability.

The concert programme consisted of six items and provided much amusement. During the interval refreshments were served in the open air. Dancing followed, music being supplied by Kerry's Dance Band from H.M.S. Kent. Mr. Leo Hah-long officiated and the merry-making continued till an early hour.

The concert programme is given below:—

1. Overture The Orchestra
"Salut d'Amour" (Elgar Polka).

2. Song The Double Quartet
"Ring Out Wild Bells."

3. Two Black Birds Our Own
4. Chinese Sketch Our Own
5. "Sailing along to Hawaii" University Women's Hostel
6. Piano Solo Our Own

ORGAN RECITAL

Programme at St. Andrew's To-night

An Organ Recital will be given in St. Andrew's Church, Kowloon, after evensong to-day (Sunday) by Mr. Rupert Baldwin, A.T.C.L., organist.

The programme of music will be:—

Concluding Voluntary.
Prelude in G Bach.
Chanson sans Paroles Tchaikowsky.
Prelude and Fugue in A min. Bach.
The Curfew Hornam.
Grand Choeur in A Salome.

Francois Pinet has been acquitted on the charge of murdering Miss Olive Branson. There were hysterical scenes outside the court, and a fête has been arranged in Pinet's honour.

PRIMA DONNA

Mlle. Dathys Sings to Local Service Men

SPLENDID RECEPTION

Mlle. Odette Dathys, Prima Donna of the Opera Comique, Paris, delighted her audience at the "Cheer O" Y.M.C.A. last night. There is perhaps no severer test than that of singing before Service men, who, whilst unstinting in their expressions of appreciation of what is really good, generally are frank in indicating disapproval of what does not appeal to them. Mlle. Dathys came through the ordeal with flying colours, owing her success in some degree to a skilfully compiled programme of songs ranging from more ambitious excerpts from "La Tosca" and "Manon Lescaut" to a most delightful rendition of the ever-popular "Ramona."

"A Big Hit" in both English and Spanish, contriving completely to rejuvenate the melody, which in these days of kaleidoscopic song is no mean feat.

Another item which made a big hit was "Musette" (Hirschman), the wit and liveliness of which put everyone in a good humour.

Mlle. Dathys concluded her programme with the "Marseillaise" and the British National Anthem. It is pleasing to note that she is to give another concert at the Theatre Royal on Monday night, when no doubt she will repeat her triumph of last night.

PASSENGER LIST

DEPARTURES

Per s.s. Kitano Maru for Europe via ports, yesterday:—

Mrs. M. C. Waddell, Mrs. E. Lounsbury, Mr. and Mrs. A. L. Page, Captain N. Kusunoki, Captain S. Ishikawa, Mrs. L. W. Flowelling, Mrs. M. M. Cadwell, Commander A. Kasuga, Lieut. D. A. Cave, Mrs. W. Johnson, Miss Orlova, L. J. S. Leouwen, G. R. Desgrand, Miss M. Noble, Mr. W. Kimber, Mr. and Mrs. H. R. Hastie, Lieut. Col. T. Hiron, Lieut. Col. T. Matsui, Major K. Maikawa, Major K. Kamibayashi, Dr. and Mrs. F. K. Collins, Mr. G. Rouffart, Mrs. John Forbes, Miss B. Ogden, Miss M. McCarthy, M. E. Arney, A. B. Clemo, Mr. and Mrs. G. Clegg.

ARRIVALS

Per s.s. President Johnson from New York:

Miss Violet Cripps, Edward Cummings, Mrs. Lilla Cummings, Miss Phyllis Cummings, Mr. A. Daughden, Dr. James Edgar, Leroy M. Hanks, Mrs. Marie Hanks, Miss Virginia Hanks, Miss Martha Knoll, William Lemarchand, Jacques Levy